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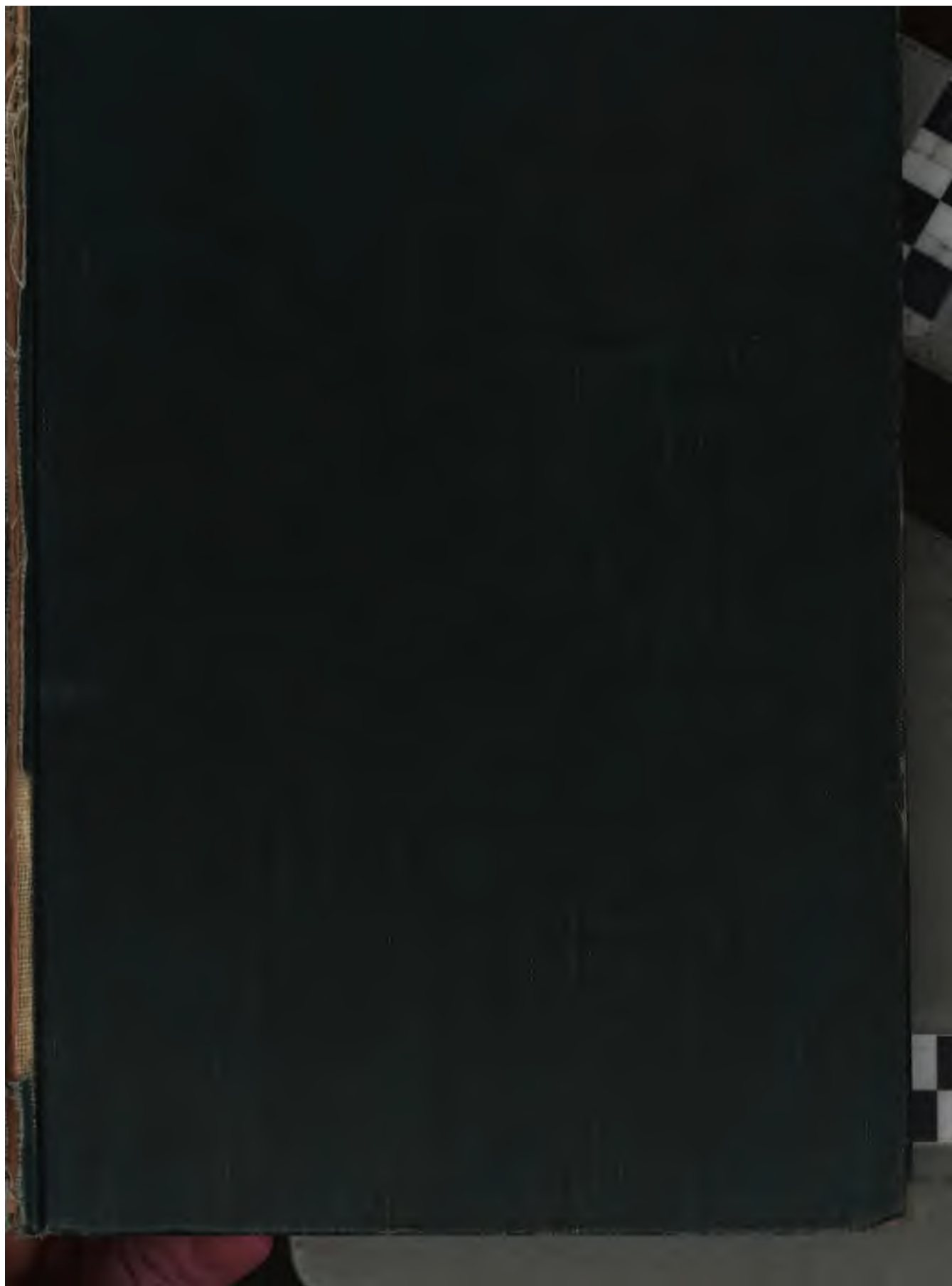
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HISTORY OF SAN DIEGO

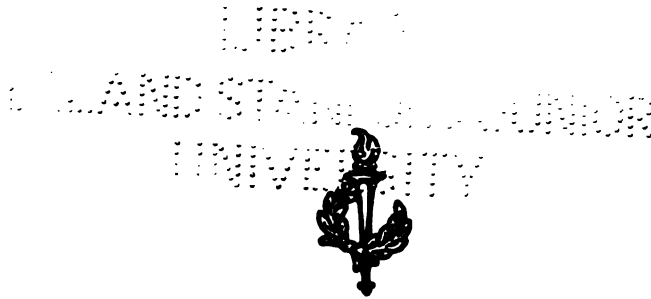
1542-1908

AN ACCOUNT OF THE RISE AND PROGRESS OF THE
PIONEER SETTLEMENT ON THE PACIFIC
COAST OF THE UNITED STATES

VOLUME II. THE MODERN CITY

BY
WILLIAM E. SMYTHE

Author of "The Conquest of Arid America," "Constructive Democracy," Etc.



SAN DIEGO
THE HISTORY COMPANY
1908

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PART THIRD
The Horton Period



CHAPTER I

THE FOUNDER OF THE MODERN CITY



ON THE 15th of April, 1867, something happened which radically changed the course of San Diego history. This was the arrival of a man from San Francisco on the steamer *Pacific*. He was not possessed of large means, represented no organization, and had no personal following, yet was destined to inaugurate a movement which should change the location of the city and start it on the road to real and enduring greatness. In the next chapter we shall have "Father" Horton's own account of the circumstances which led to his coming and of how he proceeded after his arrival. At this point it is important to get a glimpse of his previous career and to make some characterization of his work in founding the modern city.

Alonzo Erastus Horton was born at Union, Connecticut, October 24, 1813. He was thus in his fifty-fourth year when he began his work in San Diego, an age at which very few men undertake a new task of such importance. He came of old New England stock and the story of his life is really a picture of his times. It begins with the clean, sweet poverty which went with the migration of the old stock into new countries in the early days of the Republic. The family began their westward march while the future founder of San Diego was two years old, moving from Connecticut to Madison County, New York. They next moved to Oswego County and, in 1824, they had reached the shore of Lake Ontario at the town of Scriba, and were living in a log house. Young Horton's father had become blind and the boy began to earn money by basket-making, while still going to school. Later, he contributed to the family support by hewing timber, which was sold in the local market. By the time he reached his majority he had gained experience as a grocery clerk, as a lake sailor before the mast, and as captain and owner of a small vessel engaged in the wheat trade between Oswego and Canada. He retired from the lake with several hundred dollars in his pocket and learned the trade of a cooper. In spite of his strength, and his local note as a

wrestler, a physician told him he had consumption and could not live a year unless he went West.

Acting upon the advice, he proceeded to Milwaukee in May, 1836. The next fifteen years he spent mostly in Wisconsin, with one or two trips to New York. He availed himself of the opportunity of the frontier to make money in various ventures, principally by trading in land and cattle.

After the Mexican War, when he had accumulated about \$4,000, he went to St. Louis and bought land warrants from the soldiers at less than their face value. With these he returned to Wisconsin and located ten sections of land in the pinery on Wolf River, about twenty miles from Oshkosh, in what is now Outagamie County. The land cost him 70 cents an acre and contained a good millsite and steamer landing. Here he laid out the town of Hortonville, which still flourishes. He encouraged settlement by furnishing work, giving free lots, and selling lumber at half-price, to those who would build houses. In less than three years he sold the mill and town for \$7,000 and later the balance of the land at \$15 an acre, so that his first important enterprise netted him a comfortable fortune. Then he joined the tide and went to California, arriving in 1851 and settling in the mining region. He opened a store at Pilot Hill and constructed a ditch over six miles in length to supply miners with water. At the end of his first year he disposed of his property for \$6,500, which represented but a slight profit on his original investment, and began trading in gold-dust, first, acting on commission for the Adams Express Company, and later, on his own account.

The business of buying gold-dust in pioneer times, when the country swarmed with rough characters, involved considerable danger and Horton had his full share of adventure. The following incident, related in the *Horton Genealogy*, published at Philadelphia in 1876, shows us how he drew upon his fund of Yankee shrewdness to avert trouble on one occasion:

He arrived one evening at one of the rough taverns of those times, with treasure enough about him to incite the gamblers about him to worse crimes for its possession. His good clothes were covered with very dirty overalls and cotton shirt. In calculating Yankee phrase, he interrogated the proprietor as to his accommodations for man and beast, and the reasonableness of his charges. Card-playing ceased for a time in the general astonishment, then the party shouted with laughter at the green chap from Connecticut. They bantered him to play off a Yankee trick. He showed them how to eat the mush and milk, which he had stipulated for as his supper, and with a yawn of indifference at the jests made at his expense, he signified his desire to sleep. The door of his room was without lock or bolt, but the landlord laughingly assured his guest that

he would be the last man anyone would think of robbing. He awoke next morning from an undisturbed sleep, and at breakfast time was up and dressed. He passed over a small package of dust in settlement, which was accepted and pronounced all right. Word was sent to the stable, his horse could now be brought out—his bill was paid.

"Mister, want to buy some more of that stuff?"

"Yes"; replying with a surprised look.

"How much?"

"Suppose I can buy all *you* have to sell."

"Will you treat this 'ere crowd if you can't?"

"Yes, I will, and *yeou*, too."

Diminutive sacks of dust were handed to the wondering host, and the coin counted out in return. By the time \$2,500 had changed hands, the landlord's \$20 pieces were exhausted, and our Yankee had played the "trick" with a \$250 pile still in reserve. The laugh came in then louder than the night before; and as the glasses were being filled the buyer of the gold-dust remarked, irreverently, that he would have robbed the fellow himself if he had known how he was playing him.

The gold-dust speculation turned out profitably, sometimes paying as much as \$1,000 a month. Horton was also highly fortunate in an ice speculation in El Dorado County, from which he realized \$8,000 in a few months. In March, 1856, he was a passenger on the steamer *Cortez* for Panama, and found himself involved in the fight between the Americans and the natives, which occurred on the Isthmus. He took a conspicuous part in protecting the passengers during their flight from the hotel to the ship, but lost \$10,000 in gold as the result of the riot. On arriving in New York, he was sent to Washington to represent the passengers in reporting to the government. From that time until 1861, he repeatedly journeyed to Washington in connection with the affair, making a strenuous fight for the recovery of heavy losses sustained by the passengers. A settlement was reached at last, but Horton had made himself so obnoxious to the commissioner from New Granada that his own name was stricken from the list of creditors.

Soon after the outbreak of the Civil War, Horton returned to the Pacific Coast. He extended his wanderings as far north as British Columbia, where he engaged in mining and trading without success. He then went to San Francisco to begin life over again. He first tried a stall in the market, then real estate, and finally went into the furniture business, where he was doing fairly well when the San Diego idea took possession of him.

The man who came in 1867 to lay the foundations of a new San Diego had had a rough, adventurous career and was a true product of frontier conditions. By instinct and training, he was a trader and a bold, shrewd speculator, but he was


also a man endowed with the creative cast of mind who preferred to trade and speculate where he could also build and have the satisfaction of looking upon important things which had come from his labors. In estimating the work of such a man it is important to avoid extremes of praise or blame. Thus it would be unjust to say that he was actuated solely by avarice and took no pride in what he did beyond the amount of money it paid him. On the other hand, it would be a mistake to treat him as a philanthropist who thought only of social gains and the good of others. His predominant motive in coming to San Diego was to engage in what he rightly conceived to be a good real estate speculation. In carrying the scheme into effect he adopted a policy of liberality not always tempered with wisdom, but consistently designed to foster his own interests while benefitting the community as a whole. He was shrewd enough to see that whatever made San Diego larger or more prosperous must make him richer, and he was broad enough to pursue this object in a way that gave everyone a share of the results. He entered upon his work without any comprehensive training for the laying out of a modern city, and made some mistakes in consequence which have often been criticised. Such mistakes were never due to petty motives, for pettiness had no place in his character. His methods were always marked by boldness and generosity, springing from boundless faith in the future of the city.

Although Horton does not belong to the class of men who have founded communities in order to illustrate some great idea, or to facilitate human progress in some important direction, he nevertheless displayed high qualities in his work at San Diego. He exercised the soundest judgment in selecting the site upon which a city could be built. He was not the first to appreciate the importance of the location—that credit belongs to Lieutenant Gray, as we saw in a previous chapter—but he was the first to create a successful settlement here. The abortive attempt which preceded his undertaking certainly made his work no easier. In the opinion of many, it stamped it with failure in advance. He had a large measure of imagination, that gift of the gods which enables men to foresee what is to happen and to discern the practical steps by which events may be brought to pass. Undoubtedly the opportunity was much riper in 1867, when Horton began, than in 1850, when Gray had his inspiration in the same direction; but the ability to know when opportunities are ripe is an important quality in itself. There were able men in San Diego when Horton came, and able men elsewhere in California, but they did not know that the time had come to make a new San Diego where the city now stands. Horton not only saw his chance, but he had the courage to take his

chance at a time when his pecuniary capital was so small that it would have appalled most men to think of such an undertaking, much less to set their hands to it.

Not only did he have discernment, imagination, and courage,—the pioneer of modern San Diego had boundless confidence in himself and a tremendous amount of personal force. Had it been otherwise, he would have been no richer after buying his land for twenty-six cents an acre than before. The value of the land for townsite purposes was potential, not actual. To convert the potentiality into a reality, and to do it with no capital except his wits, required genuine ability, sustained by faith and backed by tireless energy. Horton was equal to the occasion—in three years new San Diego had three thousand people. It is easy enough to criticise the man who did it; it is not so easy to duplicate the achievement, nor was it ever done before by the will of a single individual, without capital, without the support of some religious, social, or commercial organization.

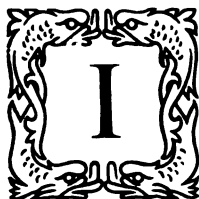
The founding of modern San Diego, under the circumstances, was a big thing, and the credit for the achievement belongs absolutely and indisputably to A. E. Horton. His title to the distinction is as clear as that of Cabrillo to the discovery of the Bay, or that of Serra to the founding of the mission. It would be palpably absurd to pretend that Horton, alone, made San Diego what it is today. Thousands of people had a part in its making, and among these thousands were a few individuals who doubtless contributed more to the development of the city than Horton did. But they did not land in San Diego on April 15, 1867, purchase the vacant land, decree that the community (already a century old) should be moved three miles south, and initiate the era of true and enduring greatness. "Father" Horton did that, and did it exceedingly well, as the result testifies.



CHAPTER II

HORTON'S OWN STORY

(The statement contained in this chapter, together with much other material for this volume, was dictated by Mr. Horton to a stenographer in a series of interviews occurring in October, November and December, 1905. The white old pioneer had then just entered upon his ninety-third year, yet enjoyed vigorous health, with unimpaired sight and hearing, and with the keenest interest in all public affairs, present as well as past. Every day he drove alone through the streets of the city, as self-reliant as in the days of his prime. His memory seemed clear and strong, though it naturally dwelt largely in the past and lingered with especial fondness on the triumphs of his career. And as these words are written, nearly a year after the interviews described, "Father" Horton still lives in his suburban home, at the corner of State and Olive, from which spot he commands one of the finest views in the world.)



RETURNED to the Pacific Coast in 1861, and in May, 1867, was living in San Francisco. I had a store at the corner of Sixth and Market Streets where I dealt in furniture and household goods, and was doing well. One night a friend said to me:

"There is going to be a big meeting to-night" [at such a place], "and it might be interesting for you to attend."

"What is to be the subject of the talk?" I asked.

"It will be on the subject of what ports of the Pacific Coast will make big cities."

So I went, and the speaker commenced at Seattle and said it was going to be a big city; and then he came on down to San Francisco, which he said would be one of the biggest cities in California. Then he kept on down along the coast until he came to San Diego, and he said that San Diego was one of the healthiest places in the world, and that it had one of the best harbors in the world; that there was no better harbor.

I could not sleep that night for thinking about San Diego, and at two o'clock in the morning I got up and looked on a map to see where San Diego was, and then went back to bed satisfied. In the morning I said to my wife: "I am going to sell my goods and go to San Diego and build a city." She said I talked like a wild man, that I could not dispose of my goods in six months.

But I commenced that morning and made a large sale that day. The second day it was the same and I had to hire two more helpers. By the third day I had five men hired, and in these three days I had sold out all my stock. It was not an auction sale, but just a run of business which seemed providential. Then my wife said she would not oppose me any longer, for she had always noticed when it was right for me to do anything, it always went right in my favor; and as this had gone that way, she believed it was right for me to do so.

I went down to the office of the Pacific Mail Steamship Company and inquired, and they said the steamer would be in on her return trip in about ten days; so I engaged passage down and back. I took passage on the steamer *Pacific*, and arrived in San Diego on the 15th of April. The steamer carried twenty-six tons of freight and six passengers. On the return trip she had a cargo of whale oil. I was the only passenger going to San Diego to stay. Wells, Fargo & Co.'s agent was on board. His name was Morgan, and he did business at all the places where the steamer stopped on the way down. E. W. Morse was the agent of the express company in Old Town at that time. This Morgan was bragging about San Diego all the way down, and telling me what a beautiful place it was.

We landed at the old wharf, near where the coal bunkers [Santa Fé wharves] now are, and had to wait there an hour for a wagon to come and take us up to San Diego (Old Town). While we were waiting, I walked up to where the court-house now is and looked over the ground. There was nothing there but sage-brush then. I thought San Diego must be a heaven-on-earth, if it was all as fine as that; it seemed to me the best spot for building a city I ever saw.

I made some inquiries about who had been here before. Some army officers had come in from the East before the war and started a town at what was called New San Diego. At the time of the discovery of gold the people all left that place. They said there could never be a town there. When I came, all the inhabitants were at Old Town. There was not a man living south of Old Town for twenty miles, to the head of the Bay. There was one man living at the head of the Bay; his name was Santiago E. Argüello. The Spanish settlements at the old fort on Presidio Hill, and at the old hide houses near where Roseville now is, were entirely deserted.

When we got to Old Town, they were taking the goods out of the wagon, and this Mr. Morgan said to me:

"Well, Horton, how do you like the looks of San Diego?"

"Is this the great San Diego you were talking so much about?" said I.

"Yes."

"Look here, are you telling me the truth?"

"Sure; this is San Diego; what do you think of it?"

"I would not give you \$5 for a deed to the whole of it—I would not take it as a gift. It doesn't lie right. Never in the world can you have a city here."

Mr. Morse was standing by and heard this. He had a store in Old Town and was one of the first men here in San Diego. He was one of the smartest men they had here, and has always been one of our best citizens. When he heard this he said to



GEORGE A. PENDLETON

A prominent figure of the early days, who as County Clerk, called the election in connection with the sale of Pueblo lands to A. E. Horton

me (and these were the first words he ever spoke to me):

"Where do you think the city ought to be?"

"Right down there by the wharf," I replied. "I have been nearly all over the United States, and that is the prettiest place for a city I ever saw. Is there any land there for sale?"

I thought then that if I could buy twenty or forty acres there, that I would be satisfied. Mr. Morse said:

"Yes, you can buy property there, by having it put up and sold at auction."

I found out that the old city trustees were holding over. The pueblo had some debts and no income, so they did not want to incur the expense of holding an election. I said right away that that was illegal, that the old trustees could not give a good title to the property, and that there would have to be an election called. They could call a special election by giving ten days' notice, and I asked who the man was to call the election. Morse pointed out a tall man on the other side of the plaza, and said: "There is Mr. Pendleton crossing the plaza. He is county clerk and clerk of the court and can call an election." I went across to meet this man, and said to him:

"Mr. Pendleton, I came down here to buy some land and help you build up a town, but I find the old town trustees are holding over and cannot do anything legally, so I want you to call an election."

"I shan't do it, sir. The town owes me enough, already."

"Mr. Pendleton, how much would it cost for you to call an election?"

"Not less than five dollars."

I put my hand in my pocket and took out ten dollars and handed it to him and said: "Here is ten dollars; now call the election."

He wrote three notices and I put them up that night in conspicuous places, and that was the starting of San Diego. Morse went with me to show me what would be good land to get hold of, and showed me what is now called Horton's Addition.

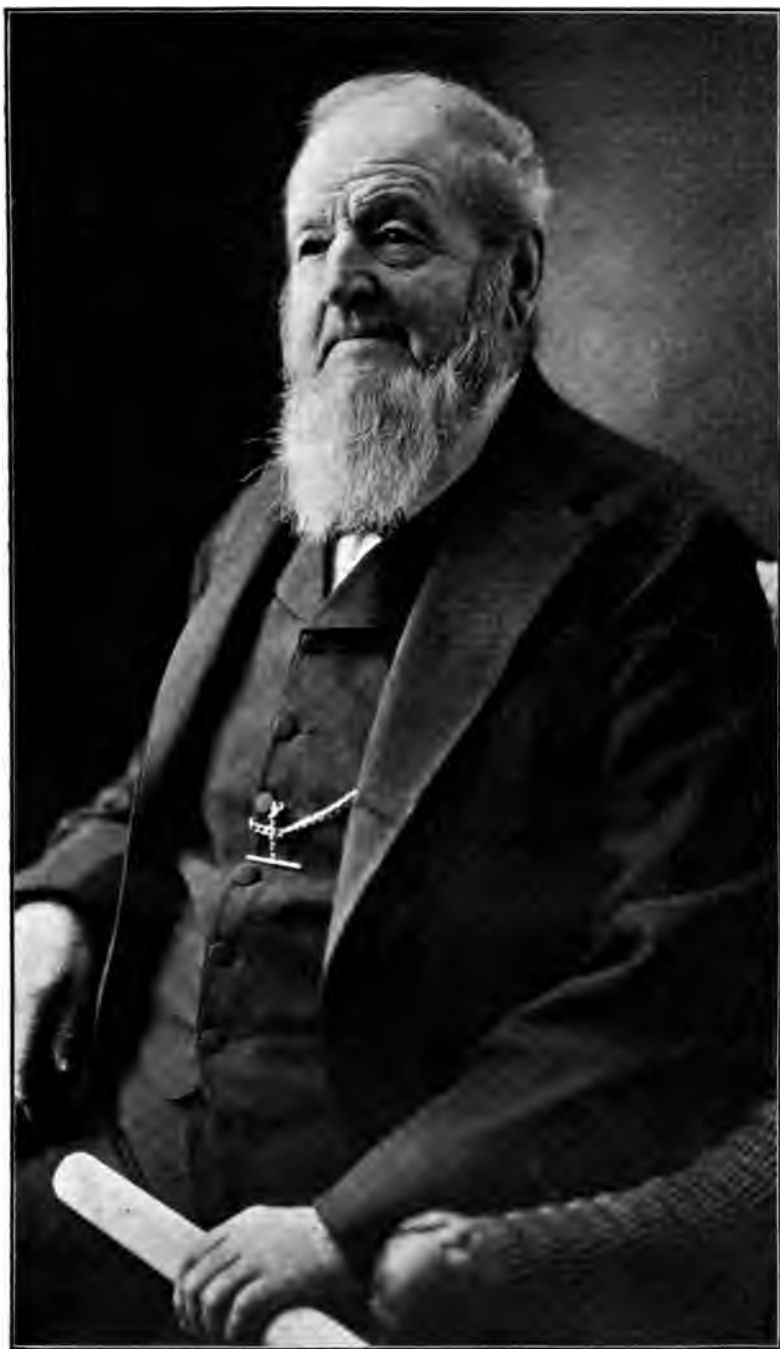
They had to give ten days' notice before the election could be held. While waiting for the time to pass, a doctor at Old Town asked me to go out on the mesa with him to shoot quail. I went out on the mesa with him, and I asked him how it was that since coming here my cough had left me? I had had a hard cough for six months and began to feel alarmed about it.

"Well," he said, "that is the way with everybody that comes here. They all get well right off, even if they have consumption."

When Sunday came, I went to the Catholic church service at Old Town. Father Ubach was the priest in charge, and he was a young man, then. When they passed around the plate I noticed that the contributions were in small coins, and the most I saw put in was ten cents. I had \$5 in silver with me, rolled up, and I put that on the plate. This attracted considerable attention, and Father Ubach, among the rest, noticed it. After the service he came and talked with me: asked if I was a Catholic. I said no. What church did I belong to? I told him none. What was I there for? I told him about that and about the election. He asked me who I wanted for the trustees. I said I wanted E. W. Morse for one, and I did not know the business men very well, but I thought Joseph S. Mannasse and Thomas



ALONZO E. HORTON, AS HE APPEARED IN 1867



"FATHER" HORTON IN HIS NINETY-FOURTH YEAR

II. Bush would be satisfactory for the other two. He said immediately: "You can have them." When the election came off, these three men were elected, having received just 32 votes each.

Mr. Morse was the auctioneer. The first tract put up extended from where the court-house now is, south to the water front and east to Fifteenth Street, and contained about 200 acres. My first bid was \$100, and the people around me began to giggle and laugh when they heard it. I thought they were laughing because I had bid so little, but on inquiring what it was customary to pay for land, I was told that \$20 was a good price if the land was smooth, or about \$15 if it was rough. I did not bid so much after that. The pueblo lands had been surveyed into quarter-sections by the United States surveyors. I was the only bidder on all the parcels except one, and I bought in all about a thousand acres at an average of 26 cents an acre. On a fractional section near where Upas Street now is, Judge Hollister bid \$5 over me. I told him he could have it, and then he begged me to bid again. I finally raised him 25 cents, and then he would not bid any more, but said:

"You can have it. I wouldn't give a mill an acre for all you've bought. That land has lain there for a million years, and nobody has built a city on it yet."

"Yes," I said, "and it would lay there a million years longer without any city being built on it, if it depended upon you to do it."

After the auction and before commencing work on my land, I thought I would go back to San Francisco and close out what business I had left there. I had the deeds from the trustees put on record and then when the steamer came took passage back to San Francisco. I told my wife I considered I had made a fortune while I had been away, and she was wonderfully well pleased.

I had lived in San Francisco about two years and was well known there, and after I returned large crowds came to ask for information about the new city by the only harbor south of San Francisco. I told them all about the harbor, the climate, and so forth, and what a beautiful site it was for a city. General Rosecrans was one of these visitors, although I did not know him at the time. He came to me a little while afterward and said he had heard about San Diego before, but had never heard its advantages so well explained. He thought he would like to go down and see it, and to make a trip from San Diego to the desert, to see if a railroad could be built from San Diego eastward. He said if it could, my property was worth a million dollars. "Well," I said, "come on." So we came down to San Diego (it did not cost him anything for steamer fare), and we

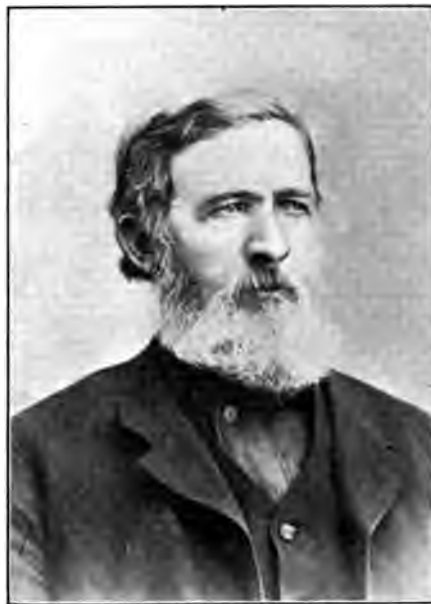
got two teams, one for passengers and the other for provisions, etc., and started. E. W. Morse and Jo Mannasse furnished the teams, and they and two or three other people went along. We went first down to Tia Juana and from there about a hundred miles east to Jacumba Pass, where we could see out across the desert. General Rosecrans said to me: "Horton, this is the best route for a railroad through the mountains that I have ever seen in California." He said he had been all over the state, and he was now satisfied that Horton's property was well worth a million dollars. I said: "I am glad you are so sanguine about the property." Coming back through where San Diego now is, he said to me: "If I ever have a lot in San Diego, I would like to have it right here." I said I would remember him when the survey was made, and after it was completed I made him a present of the block bounded by Fifth and Sixth, F and G streets—block 70, I think it is. He had not asked for anything and did not expect to be paid, but he thanked me very kindly. Two years from that time I paid him \$4,000 to get that block back again, and I sold half of it afterwards for more than I paid him.

After this excursion we went back to San Francisco and in a few days General Rosecrans came to me and said there were two men who wanted to buy me out. I went with him and met these men. General Rosecrans described the property and we talked it over for half or three-quarters of an hour, and they said they would give me \$100,000 for the property. I thought, since they took me up so quick that they would probably give more. General Rosecrans told them that in his opinion the property was well worth a million dollars, and at last they said they would give me \$200,000, and finally \$250,000. I thought they might not be able to carry out their agreement, and also that if it was worth that much I might as well build a city there myself and get the profits. General Rosecrans asked me afterwards why I did not accept the offer. He said that I could have lived all my days like a fighting-cock on that much money. He said that they had the money and were abundantly able to fulfill any agreement they might make.

There was an old building standing in new San Diego, about State and F Streets, on the water front when we landed. It had been braced up to keep it from falling down. It belonged to a man named Wm. H. Davis known as "Kanaka" Davis, who had been connected with new San Diego, but was then living in San Francisco. I bought this building from him with the lot it stood on and I think I paid him \$100 for them. A man named Dunnells came to me to ask about the chance for starting a hotel at San Diego. He had been up north somewhere and was looking for a location, and I wanted to get a hotel started. So I told

him about the place and about this old building, and he wanted to know what I would take for it. I sold it to him, with the lot, for \$1,000. He was afraid he would not like the place, so I told him I would take it off his hands if he did not; and when he got there he liked the place and the property. It was a small frame building. Captain Dunnells was a good citizen. He died within a year past. His son is chief pilot of San Diego harbor.

Well, I got everything closed up in San Francisco and came down here and began work. I surveyed the land; I also began



CAPT. S. S. DUNNELLS

Proprietor of the first hotel in Horton's Addition

the building of a wharf at the foot of Fifth Street, in August, 1868. A man from San Francisco had agreed to put in half the materials and do half the work on this wharf, if I would give him five blocks of land for it. I agreed and he began work under this arrangement; but he soon backed out and I took it off his hands and finished the work myself. This was the first construction work I did in San Diego. The wharf cost altogether \$45,000. This Judge Hollister, the same man who bid against me for the last parcel of land I bought from the city

trustees, was the assessor, and he assessed this wharf at \$60,000 and tried to make me pay taxes on that valuation. But I took the matter up with higher authorities, showed them just what the wharf had cost, and got the assessment canceled.

After the survey was made, I set to work to get the town built up. There were a number of men who had come here and wanted work, and I offered them lots at \$10 apiece. There was a man stopping with Dunnells who had brought about \$8,000 in silver with him and said he was going to buy property. He said to



DUNNELLS' HOTEL, CORNER STATE AND F STREETS

these men: "Don't pay it, you fools; you will be giving Horton something for nothing. Those lots only cost him about 26 cents an acre." They had already agreed to buy, but this man's talk made them want to go back on their bargain. I went to them and said: "I understand that you would like to get your money back. There is your money." I had not yet made out the deeds. I told them that they could each have a lot free, on condition that they would each put up a house on his lot to be at least twelve feet wide, sixteen feet long and twelve feet high, covered with shingles or shakes. That I would give them an inside lot on these conditions, but not a corner, and the deeds to be delivered when the buildings were finished. They said they

would do that, and they went ahead and put up twenty buildings, down on Fifth Street, near the water front. That was the beginning of the building of new San Diego. I said to those men: "Now you keep those and take care of them and pay the taxes, and they will make you well off." But every one of them sold out in a little while for a good price, except one man, Joseph Nash. He still owns the lot he got from me.

The next day after I had made this arrangement, some of the men who had been scared out of buying from me came and said: "Well, Horton, I guess we will take those lots now at \$10." I said: "No, they will cost you \$20 now." A few days later I raised them to \$25, then to \$30, and sold them at these prices. The man who had caused trouble with my first purchasers came to me and wanted to buy lots at the increased prices, but I refused to sell him anything, because it was through him that these men had backed out of their trade. "Not one dollar of your money, sir," I said, "will buy anything from me. If you buy it will be at second hand from someone else." He went back to San Francisco and told people there was no use for anybody to come down here to buy property from Horton, unless he was a Republican.

When I went to San Francisco, I had just come from the war and was a black Republican. I talked my religion (Republicanism) freely in Old Town. A man came to me and said: "Be careful how you talk politics, Horton. What you have already said here is as much as your life is worth. This is the worst Copperhead hole in California."

I said: "I will make it a Republican hole before I have been here very long."

"Well," he said, "I would like to see the tools you will do it with."

At that time I would not employ a man unless he was a Republican. Two years after I started San Diego, I carried the city for the Republican ticket, county and state, and the city and county have remained Republican ever since.

Nobody here had any money to hire men but me. I employed in building, surveying, working on the wharf, and so on, about a hundred men. I had my office on Sixth Street. Property was rising in value and I was taking in money fast. After a steamer came in, I would take in, for lots and blocks, in a single day, \$5,000, \$10,000, \$15,000, and even \$20,000. I have taken in money so fast I was tired of handling it.

There was a man named John Allyn, who built the Allyn Block on Fifth Street. He came down here to see San Diego and I hired him to paper this old building that I had sold to Dannels. He was four days doing the work, and I gave him for it

the lot on the southeast corner of Fifth and D Streets, 50x100. He took it, but said he didn't know whether he would ever get enough for it to make it worth while to record the deed. It was only a year or two later that he sold it for \$2,000 to the people who now own it, and it is now worth over \$100,000. Allyn is now dead. He gave \$3,000 to the city park, and that was the first donation that was made for that purpose.



CORNER OF FIFTH AND D STREETS IN 1872

Showing Horton House, and Union Building in course of construction

Just north of the Russ Lumber Company's place there were about a dozen houses which had been built by people who had bought lots. I said to these people that if they would whitewash their houses I would furnish the brushes and lime. They said they could not spare the time. But I wanted it done because I thought it would look well when the steamers came in. I then said that if they would let me whitewash one-half of their houses, on the seaward sides, I would furnish the materials and do the work. They consented, and so I hired men and had the houses whitewashed on the south and west sides. Then they wanted me

to whitewash them all over, and I would not do it, but still offered to furnish the brushes and lime, so they finally finished the job themselves. The houses then made a fine show and people coming in on the steamers thought the town was growing very fast.

I commenced building the Horton House in January, 1870, and finished it in just nine months to a day from the time I turned the first shovelful of dirt. It cost me \$150,000, finished, furnished and painted. There were 96 sleeping rooms in the Horton House, besides a dining room, reading room, bar, and office. The main wing was three stories high and the balance two. It was built of brick made here and they cost \$11 a thousand. I bought two steamer loads of lumber and used it in the building.

I began the bank building just about the time I moved into the Horton House. This is the building on the southwest corner of Third and D Streets, where the *Union* has its offices. It was built of the same kind of brick that the Horton House was. The strongest vault in California today, I think, is in that building. A hole was dug down to hard gravel and a foundation laid upon it with cement and broken bottles. There were either four or six pieces of stone about 18 inches thick, 24 inches wide and 12 feet long for the foundation, laid on top of this foundation. The building was finished in about a year. I used the building myself—had my office in the corner rooms upstairs for my land business, and the downstairs part was fitted up for a bank. The building was intended for the Texas and Pacific Railroad, but they never occupied it.

I was president of the old San Diego Bank when it was first organized, but I resigned soon after and Mr. Nesmith became its president. I was doing more business than the bank was; I told them they were too slow for me. I used to keep my money in the old Pacific Bank, at San Francisco, and I would give Klauber, Marston and others certificates on that bank, and they used these certificates as checks to pay their bills with.

The property I have given away in San Diego and never received a cent for is now worth over a million dollars. Outside of this, I have received, as I can show from my books, from the sale of property, over a million dollars in San Diego.

I put up about fifty residences in Middletown for people who had come out here during the boom and wanted to get property cheap. None of these houses cost less than \$500; one cost \$3,000, and the rest cost \$1,500 apiece. I rented these buildings to people who were waiting to buy, at \$5 a month. As soon as things began to go down and rents were cheap, many of these people left my buildings. I was once offered \$30,000

for 30 of these buildings, by people who wanted to buy right off and move into them.

After I had built the Horton House, I went to San Francisco to get Ben Holliday to put down the steamer fare and freight. The freight was \$15 a ton from San Francisco to San Diego, and passenger fares were \$60 a round trip. Holliday was the principal owner of the steamship line. He said to me: "Mr. Horton, I am running these steamers to make money, and I am not going to put the freight or passenger rates down. I shan't put them down at all."

"Then," I said, "I shall have to do the best I can."

"Well, what will you do?"

"I will put on an opposition line, if I can find a steamer."

"Well, you do it, if you can, and be damned!"

Holliday was a rough talking man. After I had left his office I went up Montgomery Street and there I met a man named George W. Wright, who was the owner of the steamer *Wm. Taber*, which had just come around the Horn. He said to me: "Horton, if you will give me one-half the freight you are giving to Holliday & Co., I will put the steamer *Taber* on as an opposition line to San Diego."

I said if he put the freight down from \$15 a ton to \$9 a ton, and passenger fares from \$60 to \$30 a round trip from San Francisco to San Diego, he should have one-half of the freight.

He said: "I don't know whether I can rely on that or not. Show me how you are situated."

I said to him: "I am employing in San Diego a hundred men. I will tell them that if they don't support the opposition line, I will tell them that their time is out and they can go wherever they can do better."

"What would you advise me to do?" he asked.

"I would advise you to put into the newspapers—all of them—a notice that you will carry freight between San Francisco and San Diego for \$9 a ton and passengers for \$30 a round trip or \$15 each way. I will take the stage and ride night and day till I get to San Diego, and attend to that end of it."

When the steamers came in, the *Taber* was loaded down to the gunwale with freight and passengers, but the *Orizaba* had not enough passengers to pay for the lights they were burning on the ship. It went that way, as near as I can remember, about two months. Then Holliday went to Wright and asked him to take off the opposition steamer, and how much he would take to keep it off for three years. Wright said he wanted \$300,000. "Well, what will you take for keeping it off for only a year?" Wright said \$100,000, but that he would have to send down for Horton and see him about it first. "What, has Horton got any-

thing to say about it?" "Yes." "The hell he has! Well, send for Horton." So Wright sent for me and I went up to San Francisco and Wright told Holliday: "Horton has come and is at the Occidental Hotel."

"Well, ask him to come to my office."

"Horton has told me he would never set foot in your office again and you know it. You will have to go up to the hotel to see him, for Horton will not come down here."

"Horton's pretty damned independent, isn't he?"

"Yes, and he is able to be."

"Well, Jesse [speaking to his brother, Jesse Holliday], come along and let's go up and see Horton."

Well, they came up to the hotel where I was stopping, and Wright told them about the arrangements they had with me.

"Well," said Holliday, "I will agree to that."

"Well," I said, "I want you to agree further never to raise the rates for freight or passengers."

He said he would not agree to that.

"Well, gentlemen," I said, "you can sit here as long as you like; I have other business to attend to;" and I took my hat and started for the door. They called me back, and after some further talk, agreed to my demands. I said to them then: "Before this business is closed, we will have a lawyer come here, and you will sign an agreement never to raise the freight or passenger rates." He didn't want to do it, but I said: "Do it, or I'll have nothing more to do with you;" so finally he agreed to that. Holliday paid Wright his \$100,000, and he went out of the business. That was a benefit to Los Angeles, too, because freight rates were reduced to that point.

The landing for Los Angeles was San Pedro. The old *Taber* lies today up above Rio Vista, where she has been run ever since she was taken off. The *Orizaba* continued to run, for years. I don't know just when she stopped running. Captain Johnson was her captain.

Just after I had moved into the Horton House, a man in the employ of the Western Union Telegraph Company came down here to see if he could get subscriptions enough to build the telegraph line from Los Angeles to San Diego. After he had been around and raised what he could, he was sitting in the stage waiting for it to start, to return to Los Angeles. He called me out there and told me he could not get help enough to warrant building the line down from Los Angeles; he thought perhaps it could be done after a year. I said: "What will it cost to build the line from Los Angeles?" He said that he lacked about \$5,000 of having enough. I said: "What will you give me if I make up the amount?" He said: "If you

will subscribe one-half the amount we lack, we will give you one-half the earnings of the telegraph for three years. We will send an operator down here, and you to furnish an office and pay him \$50 a month." I said: "I will take it." He said: "Shake hands on it, sir!" So we shook hands, and in one month from that time they had the instruments in working order in the Horton House. Quite a number of people around town had subscribed, but there was not enough pledged to secure the line. E. W. Morse was appointed to collect the subscriptions, but I furnished the \$5,000 that was lacking to secure the extension. Within three years I got my money back and a little more.

I never parted with the title to the Plaza until I sold it to the city, but had reserved it for my own use and for the Horton House. People got to talking about wanting to buy it and to put different buildings on the ground. I told them they could have it for the city, if they would pay me \$10,000 for it, and they agreed to do it. Before the sale was closed, a man from Massachusetts wanted that ground, and after he had examined the title offered me \$50,000 for it. I went to the men I had had most of the talk with, and asked them if they would not let me sell to this man, instead of to the city. "Well," they said, "we want it for the city, and we should think you would, too." "Yes," I said, "I did want the city to have it." "Well, you agreed to let the city have it for \$10,000 and we think you ought to stand by your bargain." "Very well, then," I said, "let me have \$100 a month until it is paid for," and that is the way the arrangement was made, to pay me \$10,000 in monthly payments of \$100 until it was paid for. That is the full history of the Plaza.

After I got moved into the Horton House, I went to Washington to see about getting the Scott Railroad. Scott and some other people in the East wanted to build a railroad from El Paso west, but they did not make any provision for building from San Diego east. I saw how this was, and so I got up one morning, took money, and went off to Washington without waiting to consult anyone about it. When I got to Washington, I went to Scott and said:

"I see your bill is up and I don't know whether it will pass or not, but it depends upon one thing: You have agreed in your bill to build one hundred miles a year, commencing at El Paso, this way; and you have agreed to nothing from San Diego east. Now, unless you will agree, and have it put in the bill, that you shall build fifty miles a year east from San Diego and fifty miles west from El Paso, your bill is lost."

"Well," said Scott, "how do you know you can defeat it?"

I said: "Tomorrow or next day your bill comes up, and you are beaten. If you can get that bill fixed right, I can help you to pass it."

S. S. ("Sunset") Cox was in Congress then, and had just made a speech against this bill. When I first got there, I went to see our Congressman. He was from San José. A man from New Orleans, our Congressman, and Cox were the committee in charge of the bill, and Cox said that if Scott would consent to amend it, he (Cox) would help get the Democratic votes necessary to pass it, notwithstanding he had already made a speech against the bill. This was done in half an hour.

So then I told Scott about Cox and the arrangement I had made with him. I got Scott and the committee together in the library of the Capitol, and they agreed to change the bill the way I wanted it. Of course, Cox could not vote for the bill after having made a speech against it, but he got leave of absence and went home for a few days when it was about to be voted on. After securing his leave of absence he started off without having arranged with his friends to vote for the bill. I reminded him of it just in time, and he said: "Oh, my God! I had forgotten all about that." Then he went back and talked with about twenty-five of his Democratic friends, and when the bill came up for a vote, it passed.

I went to Washington three times on this business, after I got into the Horton House, and it cost me altogether \$8,000. I got Scott, one senator, and two or three congressmen and others who were helping with the road, to come out here, and they all stopped with me at the Horton House. (This was August 30, 1872.)

Scott was satisfied with the proposition, and so he let a contract to grade 25 miles, from 25th Street to Rose Canyon, and 10 miles were graded and Scott paid for it. [Horton threw the first shovelful of dirt, April 21, 1873.]

Scott went to Paris and made an agreement to sell his bonds there, and they were getting everything ready in order to close the transaction. They called him "the railroad king" in the United States at that time. He had an invitation to dine with the crowned heads of Europe, in Belgium. He did not tell the Paris bankers where he was going, but went off and was gone thirty-six hours. In twelve hours after he left, they had everything ready to pay over the money at the bank. They went to the place where he had been stopping and inquired, and sent in every direction to find him, and even telegraphed to England, but could not hear from him. During the time before he got back, Jay Cooke and Company failed, and when he got back to Paris, they said to him:

"Mr. Scott, if you had been here a few hours ago instead of taking dinner with the crowned heads, you would have had your twelve million dollars. Now, we have lost confidence and cannot take your bonds."

Scott telegraphed me how it was. I had put up the bank building, where the *Union* office now is, as I said, for him, and he had agreed to give me \$45,000 for it. He telegraphed me:

"I have lost the sale of my bonds and am a ruined man. I don't know whether I shall ever be able to get my head above water again. Do the best you can. I shall not be able to fulfill the contracts I have with you."

This failure hurt me severely. People who had bought land of me heard of the failure, and they met in front of the bank building and sent for me. I went over there and they asked me to take the property back, and said I was welcome to all they had paid if I would only give up the contracts. I told them nobody should be deceived, and how Scott had failed and would not be able to live up to his contract. I paid them back dollar for dollar; every man who had made payments on account of land purchase got it back.

I had given 22 blocks of land at the northwest corner of Horton's Addition, as a contribution toward getting the first railroad to come here. I lost them, and the railroad never was built.

This refers, of course, to the Texas and Pacific. When Huntington, Crocker, and some other Southern Pacific officials came here (there were five in the party), I entertained them at the Horton House and did not charge them a cent.

Huntington said: "If you will give us one-half of the property you have agreed to give Tom Scott, we will build the road from here to Fort Yuma." I told them we could not do it. They sent an engineer to go over the ground that had already been surveyed by Scott.

Up at Los Angeles, they had agreed to build a road, and had it as far as from Los Angeles to San Bernardino, and there they came to a stand. They told the Los Angeles people if they would give them \$400,000 to help them get through a certain piece of land to the desert (San Geronimo Pass), they would go on through there; otherwise they would build the road to San Diego and from there to Point Yuma. Mayor Hazzard told the people of Los Angeles that if they did that, Los Angeles would be nothing but a way-station, and the only way to save the city was to agree to give them the money they wanted. They did this, and that was the reason the Southern Pacific was not built to San Diego. The objection they had to coming here, they said, was because they could not compete with water trans-

portation, and therefore it would not be to their interests to come to a place where they would have to compete with water.

[This is the end of Mr. Horton's "own story."']

THE DEED TO HORTON'S ADDITION

When Horton came along and proposed to buy lands from the town, no meeting of the trustees, and no election, had been held for two years. Horton insisting upon it, a special election was called, and E. W. Morse, Thomas H. Bush, and J. S. Man-



JOSEPH S. MANNASSE

Conspicuous in business and political affairs in San Diego before and during the boom

nasse elected trustees. This board met and organized on April 30, 1867, the minutes of the meeting reading as follows:

Organization of the Board of Trustees for the City of San Diego, California.

April 30, 1867.

The new Board, consisting of J. S. Mannasse, E. W. Morse, and Thomas H. Bush, chosen at the election held the 27th day of April, 1867, met and Organized by Electing J. S. Mannasse

President, E. W. Morse Treasurer, and Thomas H. Bush Secretary.

On motion of E. W. Morse it was Resolved that an order be entered for the Sale of certain farming Lands of the city property. Said Sale to take place on the 10th day of May, 1867, at the Court House.

On Motion, the Board adjourned to meet Tuesday Evening May 11, 1867.

THOMAS H. BUSH,
Secretary.

Approved,
J. S. MANNASSE,
President.

The sale was held at the court house in old San Diego, on Friday, May 10, 1867. The sheriff (James McCoy) was the proper official to act as auctioneer, but Mr. Morse acted in his place as deputy. Mr. Horton bought six 160-acre lots, 960 acres in all, for an aggregate sum of \$265, a little over 27 cents an acre, and two parcels were sold to other parties at the same time. The following is a copy of the minutes of the next ensuing meeting of the trustees, at which the sale was confirmed and the deed issued:

Special Meeting
May 11, 1867.

All the members of the Board present. The Board conveyed by Deed the following Lots of land purchased by A. E. Horton, May 10th:

Eleven hundred and Forty-Six	1146
Eleven hundred and Forty-Seven	1147
Eleven hundred and Fifty-Six	1156
Eleven hundred and Forty-Five	1145
Eleven hundred and Thirty-Four	1134
Eleven hundred and Thirty-Three	1133

At the City Land Sale held at the Court House on Friday, May 10, 1867, the following Lands were sold and account presented of such to the Board, by James McCoy, Auctioneer:

	Purchaser	Price
1146 Lots Eleven hundred and Forty-Six	A. E. Horton	
1147 Lots Eleven hundred and Forty-Seven	A. E. Horton	
1156 Lots Eleven hundred and Fifty-Six	A. E. Horton	\$150.00
1145 Lots Eleven hundred and Forty-Five	A. E. Horton	40.00
1134 Lots Eleven hundred and Thirty-Four	A. E. Horton	20.00
1133 Lots Eleven hundred and Thirty-Three	A. E. Horton	55.00
1173 Lots Eleven hundred and Seventy-Three		
	J. S. Murray	20.50
	Fractional Lot lying between Eleven hundred and Fifty-Six and Eleven hundred and Fifty-Seven, to Edward Heuck	9.50
		<hr/> \$295.00

On motion of J. S. Mannasse it was resolved to advertise City Lands for Sale, on the third day of June, 1867, at public Auction, and the Secretary be ordered to post Notices of the Same, in three conspicuous places.

On Motion Meeting Adjourned to meet June 10, 1867.

Approved,

THOMAS H. BUSH,
Secretary.

J. S. MANNASSE,
President.

The deed was made and recorded the same day. It was signed by Morse and Bush, Mannasse not signing, and witnessed by C. A. Johnson. A full copy of this deed is given below:

This indenture made this eleventh day of May, A. D. one thousand eight hundred and sixty-seven, between E. W. Morse and Thomas H. Bush, Trustees of the City of San Diego, County of San Diego, State of California, parties of the first part, and A. E. Horton, of the same place, party of the second part, Witnesseth, That whereas at a sale at public auction of lots of said City of San Diego, after due notice given of the same, according to law, on the tenth day of May, eighteen hundred and sixty-seven, by the said parties of the first part, Trustees of said City as aforesaid, the said party of the second part bid for and became the purchaser of the following described property and that said property was then and there sold and struck off to the said party of the second part—as the highest and best bidder thereof.

Now therefore the parties of the first part, Trustees of the said City as aforesaid for themselves and their successors in office, by virtue of authority in law in them vested—and for and in consideration of the sum of two hundred and sixty-five dollars to them in hand paid by the said party of the second part, the receipt whereof is hereby acknowledged, have granted, sold, released and quitclaimed and by these presents, do grant, sell, release and quitclaim unto the said party of the second part, his heirs and assigns forever, all the right, title, interest or claim whatsoever, of the said party of the first part, or their successors in office in and to the following described property, situate in the boundary of said City, to wit: Lots eleven hundred and forty-six (1146), eleven hundred and forty-seven (1147), eleven hundred and fifty-six (1156), eleven hundred and forty-five (1145), eleven hundred and thirty-four (1134), and eleven hundred and thirty-three (1133), and designated upon the official map of said city, made by Charles H. Poole in the year 1856. Together with all and singular the ways, streets, rights, hereditaments and appurtenances thereunto belonging or in any wise appertaining. To have and to hold the aforesaid premises, hereby granted to the said party of the second part, his heirs and assigns forever.

In witness whereof the said parties of the first part have hereunto set their hands and seals the day and year first above written.

E. W. MORSE, (Seal)

THOMAS H. BUSH, (Seal)

Trustees.

Signed, sealed and delivered in presence of C. A. Johnson.

State of California }
 County of San Diego } ss.

On this eleventh day of May, A. D. one thousand eight hundred and sixty-seven, before me G. A. Pendleton, County Clerk and ex-officio Clerk of the County Court in and for said County, personally appeared E. W. Morse and Thomas H. Bush, personally known to me to be the individuals described in and who executed the annexed instrument and they acknowledged to me that they executed the same freely and voluntarily and for the uses and purposes therein mentioned.

In witness whereof I have hereunto set my hand and affixed the seal of said Court in this County the day and year in this Certificate first above written.

G. A. PENDLETON,
 Clerk.

(Seal)

Received for record on Saturday, May 11, 1867, at 6 P. M., and recorded on Saturday, May 11, 1867, at 8 o'clock P. M., at request of A. E. Horton.

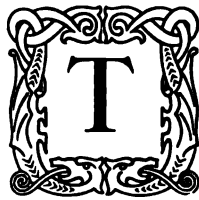
G. A. PENDLETON,
 County Recorder.

(Fifty cents.)
 (U. S. Rev. Stamp)
 (E. W. M. T. H. B.)
 (May 11, 1867)

These proceedings did not escape attack. When it became apparent that the new town would be a success, a number of suits were brought for the purpose of setting aside the deed from the trustees to Horton. Perhaps the most famous of these was the suit of Charles H. De Wolf *versus* Horton, Morse, and Bush, brought in September, 1869, in which Judge Benjamin Hayes was the plaintiff's attorney. It was alleged that the proceedings leading up to the conveyance were irregular in several respects. The owners of the ex-mission rancho also brought suit to extend their boundaries over Horton's Addition, claiming that the pueblo lands should comprise four leagues, instead of eleven. There were rumors that there was collusion between Horton, Morse, Bush, and others, by which the trustees profited by the sale. Some excitement rose at one time and "land jumping" began; but the people of San Diego took prompt action, pulled down and burned the fences erected around some blocks the "jumpers" were attempting to claim, and soon suppressed their enterprise. Horton's title was sustained in all the courts and the suits ended in smoke.

CHAPTER III

EARLY RAILROAD EFFORTS, INCLUDING THE TEXAS & PACIFIC



THE railroad ambition found early lodgment in the San Diego heart and the passion has endured through the years. Indeed, ever since railroads came into existence men have appreciated the importance of a direct eastern outlet for the seaport. In the dreamy days of Mexican rule, away back in the 30's, they were discussing ways and means to accomplish the great end, but it was not until the American began to dominate the land that any organized effort was made.

In the early 50's an agitation began for the construction of a railroad on the 32d parallel. Congressional action was secured for the preliminary surveys, and in May, 1853, Colonel J. Bankhead Magruder, president of the Atlantic & Pacific Railroad Company, published his report. In January, 1854, Colonel Andrew B. Gray started out to make his "survey of a route for the Southern Pacific Railroad, on the 32d parallel," for the Texas Western Railroad Company. This report was not published until 1856, but the people of San Diego were fully informed of the undertaking and its results. Both these reports are extant and both are of great value.

Different statements have been made as to who was entitled to the credit for originating the first railroad corporation in San Diego. The account most generally credited seems to be that it was due to Judge James W. Robinson and Louis Rose. They were both from the South and doubtless well informed as to the feeling in the matter of the people there, and both took an active part in the affairs of the organization; so that the tradition carries a strong degree of probability. Wm. C. Ferrell and J. J. Warner are also mentioned in this connection.

Early in November, 1854, the San Diego & Gila, Southern Pacific & Atlantic Railroad Company was organized. On November 16th J. R. Gitchell returned from Sacramento with the charter, and the following officers were elected: President, James W. Robinson; vice-president, O. S. Witherby; treasurer, Louis Rose; secretary, George P. Tebbetts; directors, J. W. Robinson, General H. S. Burton, U. S. A., E. W. Morse, Joseph

Reiner, John Hays, M. M. Sexton, Louis Rose, L. Strauss, J. R. Gitchell, George Lyons, O. S. Witherby, and Wm. C. Ferrell. The purpose of the organization was to build a railroad to Yuma, there to meet the line which might reach that point from the East. Colonel Gray had abandoned his work at Yuma, on account of his pack mules being broken down, and the new company, therefore, promptly took steps to supply the deficiency. They sent out a party of surveyors to examine the pass to Santa Ysabel by way of the San Diego River, who returned about the time the charter arrived, and according to the *Herald* "made their report, which is so favorable as to astonish everyone who had never been through by this route." A second reconnaissance of the mountains was immediately begun, and the surveys were pushed with vigor and success, demonstrating the feasibility of the "direct route" to Yuma, upon which the people of San Diego insisted with so much tenacity in later years. But this was not all; these enterprising men prevailed upon the city to make a donation of two leagues of land (about 8,850 acres)—at an election held October 19, 1855, all the votes being for the donation—a gift which would have become of princely value had the railroad been built—and secured the confirmation of this grant by the state legislature.

The organization continued actively at work until the Civil War began. Many of the original officers and directors retained their positions during the period. In 1855, J. C. Bogart, E. B. Pendleton, and D. B. Kurtz succeeded John Hays, L. Strauss, and Wm. C. Ferrell as directors. In the following year, J. C. Bogart was treasurer, in place of Rose. Early in 1858, Rose was treasurer again, and E. W. Morse chairman of the auditing committee. At the annual election in this year, O. S. Witherby became president, Wm. C. Ferrell vice-president, D. B. Kurtz treasurer, and George P. Tebbetts remained secretary, as from the beginning.

At this time the hopes of the people were very high. Indeed, it seems probable the road would have been built but for the war. That conflict dashed the people's hopes, not merely for the time of its duration, but for many years after. The South had never for a moment thought of building a railroad to any terminus other than San Diego, but it now no longer dominated either the politics or the finances of the country, and it was necessary to wait until new financial and industrial combinations could be made. It was not until the second year of the Horton period that lively hopes of the speedy building of a railroad again cheered San Diego.

The Memphis, El Paso & Pacific Railroad Company, known as the Memphis & El Paso, or the Frémont route, was one of the

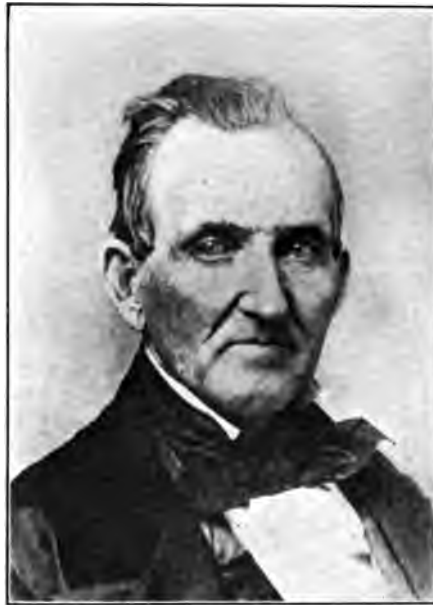
numerous projects for building on the 32d parallel. The eastern terminus was Memphis, and the western was at first Guaymas, but this was afterward changed to San Diego. The old San Diego & Gila was revived with a new set of officers, and Colonel Wm. Jeff. Gatewood, the president of the reorganized company, was sent to Memphis to negotiate. In 1868 General M. C. Hunter, of Indiana, representing the Memphis & El Paso Railroad, came to San Diego and addressed large meetings. He succeeded in negotiating a contract between the two companies, whereby the former company agreed to build the road, and received the grants, franchises, and lands of the latter, valued at \$500,000, in exchange for stock. General Hunter selected a site for the depot, upon the company's own lands, some half mile from Horton's wharf, and also made a contract with the Kimball brothers, owners of the National rancho, for a way station on their lands, for which the Kimballs were to donate 100 blocks of land. General Thomas S. Sedgwick then proceeded to make a survey, and General John C. Frémont went to Paris and succeeded in placing 148 first mortgage bonds for \$116,430. Application was made to Congress for a grant, but this failed, and the whole scheme quickly collapsed. The Paris investors sued Frémont, and the land subsidy was forfeited to the city. General Sedgwick, who had just completed his maps, was sent east as the agent of the San Diego & Gila to secure a cancellation of the contract between the two companies, and succeeded in doing so.

But the people of San Diego were not left long without hope. During these years, from 1868 to 1871, we hear of the San Diego & Fort Yuma, which was to run *via* Jacumba Pass; of the old Southern Pacific, the Transcontinental, and other projects; but it was not until the Texas & Pacific Railway Company was chartered, March 3, 1871, that there seemed once more substantial ground for the belief that the day of prosperity was at hand. The Texas & Pacific was responsible for so many things—for San Diego's first considerable boom and its greatest disappointment—and, in a way, for its subsequent growth and prosperity—that a somewhat extended account may properly be given.

This company was incorporated by Colonel Thomas A. Scott, of the Pennsylvania Railroad, and others. Scott was made its president, and gave his efforts energetically for several years to the task of building a road through to San Diego. Senator John S. Harris, one of the directors, spoke in San Diego on behalf of the road, August 28, 1871, which was the first public meeting held in connection with the enterprise. In March, 1872, Scott acquired by consolidation and purchase property and franchises of the old Southern Pacific, the Transcontinental, and

the Memphis & El Paso Railroads, and by act of Congress approved May 2, 1872, was granted power to build and equip lines between the Mississippi River and the Pacific Coast.

In the meantime, the people of San Diego were awake to their interests. Late in March, 1872, a committee of forty was appointed, of which Thos. L. Nesmith was chairman, and the congressman, S. O. Houghton, was instructed to use his best judgment. Horton went to Washington a few days later, and



JAMES W. ROBINSON

Who came to San Diego after a conspicuous career in Texas and was identified with the earliest railroad efforts

co-operated with Houghton and General Sedgwick. It was thought essential that the charter should provide for building the road from both the eastern and western ends simultaneously, to fix a minimum mileage to be constructed each year, and to limit the time within which work should be commenced to one year, in order to safeguard the city's interests. Colonel Scott readily agreed to these requirements, and promised to visit San Diego to negotiate for the franchise and property of the old San Diego & Gila and explain his views to the people. There

was a powerful lobby against the bill, both before and after amendment, much of which came from northern California, but the bill finally passed and was approved on May 2d, causing great rejoicing in San Diego.

Surveying parties were immediately put in the field and the work was pushed with vigor. Three surveys in all were made. The first party of engineers arrived in San Diego on June 21, 1872. On August 8th, J. A. Evans, chief engineer of the California division, arrived to take charge of the work. On September 5th the second party took the field, and nine days later, the third. In the following December, Crawford's survey of the route from San Diego eastward was completed, and in March the Reno party completed its work and was disbanded. These three routes were, respectively: the southern route by way of El Campo; the middle route, by way of Warner's rancho; and the northern, through the San Geronio Pass.

All of this was very encouraging, indeed, and when Colonel Scott started west early in August, with a party of legislators and other public men, the excitement rose to something approaching fever heat, and the people began to cherish an apparently well-grounded hope that their ambitions were about to be realized. The name and fame of San Diego were in everybody's mouth. Population began to pour in from every direction, men began to see visions of a wonderful destiny, and in a few weeks San Diego's first great boom was fairly on.

The railway party came by way of San Francisco, where Colonel Scott and others made addresses. On August 18th, the steamer *Hassler* arrived at San Diego, having on board Professor Agassiz and party, on a voyage of scientific exploration, who remained to meet with members of the Scott party. Agassiz was here ten days, continued his scientific researches, and left a much valued estimate of San Diego's resources. The Scott party arrived by steamer on August 26th. A very distinguished party it was, consisting of Colonel Scott; Senator John Sherman, of Ohio; Governor R. C. McCormick, of Arizona; Colonel George Williamson, of Louisiana; General G. M. Dodge, of Iowa; Colonel John W. Forney, of Philadelphia; Governor J. W. Throckmorton, of Texas; W. T. Walters, of Baltimore; John McManus, of Reading, Pennsylvania; Hon. John S. Harris; ex-Senator Cole; and W. H. Rinehart, the sculptor.

"As the boom of the *California's* guns announced the arrival of the vessel," said Colonel Gatewood in the *World*, "all San Diego drew a breath of relief and hope," and we may well believe it.

A committee of citizens met the party, and Colonel Gatewood

gave them a formal welcome. They were domiciled at the Horton House, and the same evening a mass meeting and banquet were held at which Scott explained his plans. Among those who spoke were: Scott, Sherman, McCormick, Williamson, Dodge, and Agassiz, of the visitors; and T. L. Nesmith, Gatewood, Taggart, and Hinchman, of the residents. Other citizens who participated were: T. L. Nesmith, Aaron Pauly, C. L. Carr, Bryant Howard, George W. Marston and Mr. Boyd.

Scott's demands were far less onerous than had been feared. In the language of the *Alta California*, the committee of forty were "in fear and trembling," expecting nothing less than "a modest demand for half a million in county bonds and at least one-half that the people owned in lands." What he actually asked the people to give him was: a right of way 100 feet wide from the ocean to the Colorado River; the lands which had been granted to the old San Diego & Gila Company; a tract of land west of the court house, on the water front, 600 by 1500 feet, for a terminal; and either 100 acres of tide lands of acceptable shape and location, or the same area in Horton's Addition adjacent to the shore.

These requirements were considered moderate, and the committee of forty joyfully accepted them. But a "vote of the citizens must be taken in order to authorize the levy of a tax to raise the necessary funds. It was resolved to call a mass meeting at an early day, that the action of the committee may be submitted to the people for ratification." This was done August 30th, without serious opposition. The stockholders of the San Diego & Gila were agreeable to all this, provided they were reimbursed for their outlay in times past, as they ultimately were by payment of \$58,000 of city bonds.

The transfer of the franchise and remaining property of the old company to the new was made December 11, 1872, President Gatewood consenting reluctantly and insisting that the Texas & Pacific be firmly and legally bound to fulfill its agreements. On January 14, 1873, the final step in the transfer of the subsidy lands was taken. They were put up at auction, in 160 parcels, and bid in by James A. Evans, engineer of the Western division of the Texas & Pacific, at \$1 per parcel, there being no competition. The deeds from the city to Evans, and from him to the Texas & Pacific, were executed and filed for record the same day. The total area of these lands was 8,606 acres, besides 51 lots in Old San Diego and other places. The total value was estimated by the San Francisco papers at \$3,000,000, and by Colonel Scott himself at \$5,000,000.

The remainder of the San Diego & Gila's story is brief. After the distribution of the bond proceeds, Mr. Morse em-

ployed W. T. McNealy to defend all suits against the company and attend to the disincorporation. As late as November 25, 1878, however, its business had not been wound up. The directors met on that date and declared a dividend of 56½ cents a share, payable upon disincorporation. The amount estimated to be on hand, after payment of bills, was \$1,766.85. The company was soon after finally dissolved.

The stay of Colonel Scott and his party was short. The negotiations with the citizens' committee were finished on the 27th, the party departed at midnight, and the *Hassler* with the Agassiz party the next day. After this, events moved rapidly. The election of September 27th provided for the issuance of bonds to satisfy the San Diego & Gila stockholders, as well as to purchase terminal property. On November 11th occurred one of the most joyous and impressive ceremonies ever held in San Diego. Ground was broken for the new railroad, on the company's land, about one-fourth of a mile southeast of Mannasse & Schiller's Addition. W. W. Bowers was grand marshal and his aides were Adolph Gassen, Miguel de Pedrorena, L. G. Nesmith, Frank Stone, and A. B. Hotchkiss. Colonel Gatewood presided, and the addresses were by Judge Rolfe, C. P. Taggart, and Governor McCormick. The jubilant feeling of the people was reflected in the *World*, which exclaimed: "We have twice supposed that the right note of accord had been struck, and we have been twice disappointed. Now there is no longer possibility of deception. All our high contracting parties have put their sign manuals to an instrument which gives Scott all he has ever asked."

Some months now elapsed, in which little apparent progress was made, and San Diegans began to grow restless. There were not wanting those who would be now called "knockers," and, indeed, the vast issues staked upon this railroad might well excuse a feeling of impatience. On February 12, 1873, the *World* felt called upon to declare:

"We have enough raw material in San Diego to stock an ordinary lunatic asylum. We have amongst us men who discredit the good faith of Scott, and who cannot rid themselves of an uneasy opinion that he intends to palter with San Diego. It is useless to call the attention of these men to the fact that the railroad king is a man whose reputation for fair dealing is as exceptional as his success as a railroad administrator. They are possessed by the demon of distrust, and the sign manual of an archangel wouldn't reassure them."

But one week later the same writer recorded his opinion that: "After a very full consideration of the matter, we have no hesitation in saying that it is time that the Texas & Pacific Rail-

way authorities should show their hands." Evidently, he too had become infected with the microbe of impatience.

On April 21, 1873, occurred the ceremonies attending beginning of actual work on the construction of the railroad. T. L. Nesmith made a few remarks on behalf of the committee of forty, and C. P. Taggart also spoke. "Father" Horton threw the first shovelfull of earth, and said it was the happiest day of his life and that he felt more honored than if he had been chosen



THOMAS L. NESMITH

Chairman of the Committee of Forty who conducted the negotiations with the Texas and Pacific in 1872

governor. About ten miles of the roadbed were graded, and some of this grade can still be seen near the tracks of the Santa Fé Railway.

In May, Colonel Scott wrote informing the committee that his company had decided upon the San Geronio route, and giving their reasons briefly. This was a disappointment to the people of San Diego, as they greatly preferred the "direct route" by one of the two other surveys. Still, so long as San Diego was made the terminus in good faith, they did not greatly object.

Scott went to Europe in the fall to complete his arrangements for placing his bonds and raising funds for the construction of the road. Everything apparently went well, and he had matters all arranged in Paris for delivering the bonds and receiving the money, as soon as the formalities of making out the papers could be completed. To pass the time of waiting he went to London with a party of friends, and during their absence the "Black Friday," or panic, occurred which deranged the finances of the country and caused the French financiers to change their minds about making the loan. The failure of Jay Cooke & Company in December, 1873, cut considerable figure in this wiping out of the financial arrangements for the new railroad. Colonel Scott notified his friends and supporters in San Diego that he would be unable to fill his agreements.

The blow was a severe one to the young city and many thought it fatal. The population dwindled in the course of two or three years from 3,000 to 1,500. But there were a stout-hearted few who never lost faith nor courage. Scott was not ruined, they argued; he was still a wealthy man, still president of the Pennsylvania Railroad and of the Texas & Pacific, and had not abandoned or changed his plans. Jay Cooke & Company were endeavoring to rehabilitate their standing and would come to his aid. And so they fed their hopes for some years.

But while these things were largely conjectural, there was one source of hope which seemed a strong one. This was the appeal which Scott promptly made to Congress for a national subsidy. Congressman Houghton had been re-elected in the fall of 1872 largely on the ground that he could help in matters of national legislation affecting San Diego's interests. He was still in Congress, but, unfortunately, found himself in a minority in the support of this measure. The day of great grants to railroads was passing, the country had been too hard hit by the panic of 1873, and Congress could not be induced to give the subsidy. Hope was not abandoned for a long time, however. In October, 1875, David Felsenheld was appointed to act as agent of the city at Washington, and in the following February a bill was passed by the House for a road on the 32d parallel, which was supposed to mean the Texas & Pacific; but the name of the company was changed to the Southern Pacific as successor to the interests of the Texas & Pacific, and San Francisco was made the western terminus. Further action was postponed until the next session of Congress.

When the matter came up in the next Congress, in December, 1876, San Diego was again represented by special agent, Felsenheld, and stormy times began, in a struggle to save the western

terminus to San Diego. On December 18th, the trustees and railroad committee telegraphed Colonel Scott as follows:

The citizens of San Diego rely implicitly upon your honor and good faith for the consummation of your oft-repeated pledges. You promised that if the route directly east proved feasible it should be constructed. Fulfill your pledge. The direct line is the only route upon which a competing railroad should enter San Diego and they will unanimously oppose any compromise that will not secure that line.

To this Colonel Scott replied:

Have used my utmost efforts to secure San Diego a railroad line on such route as can best effect the object; and if you can effect it in any better shape than I can, I should be very glad to have you take it up and adjust it with any party, or on any terms that you may think best. But in taking these steps, I shall expect you to relieve me of any possible obligation.

At this time, Scott offered to relinquish his subsidy, being in doubt about the possibility of securing government aid, but the offer was not accepted, and on the contrary every effort was made to secure the enactment of suitable legislation.

General Thomas S. Sedgwick was employed to assist Felsenheld, and in January Horton was sent "to assist Sedgwick and yourself in explaining advantages of direct route and disadvantages and great injustice of proposed San Geronimo switch." Long telegrams were sent to Hon. L. Q. C. Lamar, chairman of the House Committee on Pacific Railroads, and to Hon. James A. Garfield, and other members of that committee, explaining San Diego's situation and desires. The chief contention was that "this people entered into a contract with the company authorized by law to build the road, conveying to said company valuable franchises and over nine thousand acres of land on said bay, incurring thereby a large city bonded indebtedness, for which all our property is pledged;" "that a large population have been drawn hither from all parts of the Union, and induced to invest their fortunes here, in reliance upon the good faith of Congress in said legislation;" and that the proposed compromise, making San Francisco the terminus, missing San Diego by a hundred miles and leaving it to be served by a branch line of the Southern Pacific, would be a great injustice to the people of San Diego and the country, "and will bring ruin upon several thousand people who have trusted the promise of the government in said Act of Charter, and who rely upon the obligations of contracts entered into with a corporation in good faith for very valuable considerations."

Two historic telegrams which passed between San Diego's representatives at Washington and the city trustees exhibit the situation very clearly. The attitude of the trustees was enthusiastically sustained at a mass meeting of citizens. The telegrams were as follows:

WASHINGTON, JANUARY 6, 1877.

To Trustees:

We are pressing direct route persistently, and will probably defeat bill. It will not be conceded. Compromise bill allows national or state railroads to connect on equal conditions. The San Geronio line would be so much towards Union Pacific line from Salt Lake, which would have right to connect at San Geronio. We are losing friends in Committee by our persistence and cannot count our present strength hereafter for any other move. By yielding we may get guaranteed bonds subsidy for whole line; and if Huntington does not build San Geronio line you will have the direct route, under the bill, by the time the through line is completed. The Committee concede that the direct line must follow soon under any conditions. All rights and privileges conceded and secured, except direct route. The Southern section (of the House) which fully understands the situation, believes this the last chance for Government aid. They comprehend the benefits of the direct route; but think you should make concessions to get a railroad on (less) favorite route. At this time shortness of route is not so important as results in developing Arizona and getting connections that will increase your commercial importance and population and trade many fold in few years, which growth will enable you to build the direct route long before you will need it to cheapen freights. Why not help yourselves now, to strengthen yourselves hereafter? Unless this subsidy bill passes, there will be no road for you to meet.

SEDGWICK.

SAN DIEGO, JANUARY 6, 1877.

To Col. Sedgwick:

It is the deliberate and unchangeable conviction of San Diego, that the proposed connection north of here, in the hands of the Southern Pacific Company, would be an injury instead of a benefit to us, because:

1. It places in control of one corporation for all time every approach to our harbor.
2. Trade and population would be taken away from, instead of brought here, while the road is building. It is *now* moving from the northern part of the county to Colton.
3. By occupying the only passes it would prevent extension of Utah Southern road and connection with Union Pacific.
4. It would supersede construction of direct line from Anaheim, increasing our distance from San Francisco to 650 miles.
5. It would increase the distance from Yuma by 60 miles.
6. Experience has taught us that the strongest promises in a bill do not protect us against subsequent amendments at the desire of the corporations. Legislation that fails to require immediate beginning at this end, and construction of

so much road before next session of Congress as to remove the temptation to amend bill, is worse than worthless.

7. Whatever supposed guarantees may be put in bill making the road a "highway" it is well known by all engineers that the Company building the road holds *in fact* control of it; and no other company can have equal use, or will build parallel road.

8. Southern Pacific Company one year ago agreed to build on direct line, provided San Diego would consent that it should have the western end.

So far from a San Diego standpoint: But we hold no petty local view; we supplicate no favors. The interest of San Diego is here bound up with the National interest. We submit to impartial statesmen the conceded truth that the proposed compromise diverts the Nation's bounty from the original purpose of the Southern transcontinental legislation; deprives all the millions east of San Diego of direct access to their nearest Pacific harbor; and destroys competition for all time. San Diego's natural advantages are such, that in asking the Nation's aid for the construction of a railroad to her port, she asks it upon a line, and upon terms that will contribute to the Nation's support and wealth for all time to come; while the compromise plan will be an intolerable and interminable national burden. For these reasons San Diego prefers NO bill, rather than the San Geronio branch. Read again both our dispatches to Lamar.

Signed by Board of Trustees.

The Board of Trustees at this time consisted of J. M. Boyd, D. O. McCarthy, D. W. Briant, W. A. Begole, and Patrick O'Neill. Boyd was president and S. Statler clerk.

Events have singularly borne out the judgment of the trustees concerning the effect upon San Diego, at least, of building the road through the San Geronio Pass instead of by the direct eastern route. Nor was Los Angeles indifferent to what she had at stake in the choice of routes. Later, when Scott's efforts to secure legislation had come to naught and the Southern Pacific was beating him in the race to California, Los Angeles gave \$400,000 to make sure that the road should use the San Geronio Pass, and no other. It was the turning point for Los Angeles, and it involved long and bitter disappointment to San Diego.

In September, 1877, an agreement was made with Colonel J. U. Crawford to survey the route by way of Warner's Pass as a means of demonstrating once more the utter falsity of the claim that the direct route was impracticable. Crawford and Felsenheld went to Washington early in 1878, together with Captain Mathew Sherman, to make one final effort in behalf of the enterprise, but it came to nothing.

Thus ended the dream of the Texas and Pacific system with its western terminus on the shores of San Diego Bay. The result

was in no wise due to the people of San Diego. They were wide awake to their opportunity; they contributed with prodigal generosity to the subsidy; they fought long and stubbornly to protect and to enforce the contract. Failure was due, in the first instance, to the panic of 1873; then, to the sledgehammer blows which Huntington rained upon his rival, Scott, until he had beaten him alike at Washington and in California. So Scott's star went out of the Pacific sky, and Huntington's rose resplendent, to shine with ever increasing luster while he lived.



THOMAS A. SCOTT

The great railroad magnate who undertook to extend the Texas & Pacific to San Diego and whose failure to accomplish it, exerted a profound influence on the history of San Diego and of Southern California for many years

There were times when San Diego hoped that Huntington would build his line to the port of San Diego and thus create the desired eastern connection. There is no evidence that he ever seriously contemplated the project. He visited San Diego with Crocker and others in August, 1875, and met a committee of citizens. The best account of what occurred at the interview appears in the following statement by E. W. Morse:

I was on the railroad committee when Huntington and his associates were here to negotiate with us. I think Huntington never intended to build to San Diego, but that he only came for political effect. They never made us a proposition. We met on a Sunday. Huntington said he was not then prepared to make a proposition. I told them about General Rosecrans's trip to Jacumba Pass and what he said about the route. Mr. Huntington objected that that would take them down in Mexico, which he thought would make undesirable complications. I suggested that he could probably make such an arrangement with Mexico as the Grand Trunk had, which crosses the line into the United States twice. Huntington said, "Well, I don't know but that would be well." General Rosecrans said several times on his trip that he never saw a better route for a railroad; "it looks like it was made purposely for a railroad." They talked very pleasantly with us and finally said that one of their directors was traveling in Europe, and "as soon as he returns we will make you a proposition giving the terms on which we will build a railroad into San Diego." I have memoranda which I made at the time of that interview. We kept on asking them to make a proposition after that, but they never got ready to do it. He said we could depend they would be the first railroad to build into San Diego, and when the time was ripe they would build.

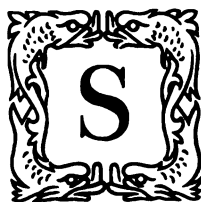
I don't believe Huntington ever showed a spirit of vindictiveness toward San Diego, as has been reported. In all the correspondence with him which I have seen, he was very friendly. Mrs. Burton, widow of General H. S. Burton, was once dining with him, and said to him she did wish he would build a railroad into San Diego, that she had some property there which would increase in value and it would make her a rich woman. "Well," he said, "it is not to our interests to build in there, at present." He talked very pleasantly about it and gave as one of their reasons for not building that if they should touch the Coast at San Diego, they would come in competition with water transportation. I think they were influenced largely by the consideration of getting the long haul clear into San Francisco, which they get now, while if they had built in here, they would have had to divide with a steamship company at this port. This party was entertained at the Horton House and was treated well.



SAN DIEGO IN 1872

CHAPTER IV

SAN DIEGO'S FIRST BOOM



SAN DIEGO'S first considerable impulse toward growth was due to a combination of the energies of the indefatigable Horton and the opportune rise of the Texas and Pacific Railroad excitement. When the building of the road appeared to be a certainty, others beside Horton became able to appreciate the advantages of bay, climate, and his well-located, smoothly sloping "Addition." Thus the fame of the new city spread far and wide.

Two years ago, wrote Major Ben C. Truman, in 1869, San Diego seemed to be among the things that were. Only two families were living here and but three houses were left standing. About that time a Mr. A. E. Horton came this way and purchased from the city three quarter-sections of land adjoining the plot known as New Town; and, having it surveyed, called it Horton's Addition. A few months after, a . . . wiry, rusty-looking man might have been seen upon the streets of San Francisco with a long tin horn in his hand, containing New San Diego and Horton's Addition—on paper—purchased by the gentleman for the sum of \$220. Lots of people laughed at the rusty-looking proprietor of the long tin horn and said he was a fool who had thrown away his money, and many a quarter-section had the trustees to sell to all such real estate spoonneys. . . . Two years have passed away, and the contents of that tin horn describe, in point of site, facilities for living, climate, etc., the most comfortable and one of the most flourishing towns in Southern California, if not in the State. . . .

I saw Mr. Horton yesterday. He looks just as he did two years ago. I should judge that he had on the same suit of clothes now as then. But he no longer packs about that long tin horn. He rides behind a good horse and resides in an elegant mansion, with a garden adjoining containing all kinds of vegetables and flowers, and all kinds of young fruit and ornamental trees and shrubs. There are 226 blocks in Horton's Addition, each containing twelve lots 50x100 feet. Early in the history of this town, Mr. Horton gave away some twenty odd blocks and sold twice that number for a few hundred dollars a block. During the past year he has sold over \$100,000 worth of blocks and lots at large figures. He has been very generous and has helped many a poor man to get along, pro-

vided he seemed inclined to help himself. He has given each of the religious denominations a piece of ground upon which to erect a church and has subscribed toward the putting up of a pretentious edifice.

The means which Horton used to encourage building in his town and to stimulate the sale of real estate have been described. His success was phenomenal, from the beginning. The first number of the *Union*, October 3, 1868, contains the following notes of the progress of improvements in the new town:



THE FIRST BUILDING IN HORTON'S ADDITION

It is still standing on Sixth Street below J, and was first used by Mr. Horton as his office

Culverwell's wharf has reached into the bay about 150 feet since we were on it last. It was covered with freight, landed from the schooner *John Hunter*, through the assistance of a lighter. We noticed a large amount of feed, household and kitchen furniture, agricultural implements, etc., . . . also a great number of doors and window frames for the large hotel Mr. Dunnells is about erecting on the corner of Fifth and F streets—also some fine lumber for Judge Hyde, who is about erecting two or more fine buildings, . . . one of which is to be built opposite the site of Dunnell's hotel; also a large lot of lime, lumber, and other merchandise for Messrs.

Mannasse & Co., who are now engaged in building two frame sheds near the wharf. . . . Near the wharf Mr. Elliott has about completed a new building. . . . A little further back stands a building belonging to a Mr. Hooper, which has recently been opened as a billiard saloon. Mr. Nash had added twenty feet to his store, which gives it a fine appearance and makes one of the largest store rooms in San Diego. Passing around to Mr. Horton's wharf, we observed families of emigrants, who had just arrived, camping out upon the ground they had cleared for future homes. Horton's wharf now reaches out into the bay 500 feet and the piles have been driven . . . some eighty or ninety feet beyond. We discovered some twenty new buildings in the course of construction.

On November 21st, the *Union* found that "the evidences of improvement, progress and prosperity are visible on every side. . . . Buildings are in process of erection in all directions. Lots are being cleared rapidly in the Horton Extension. . . . Mr. Horton is selling from \$600 to \$1000 worth of lots every day. Restaurants, bakeries, livery stables, furniture stores, blacksmith shops, hotels, doctors' offices, wholesale and retail storerooms, saloons and residences are going up—while the wharves are only lagging for the want of the necessary material."

The Sherman Addition was laid out and placed on the market in this year, and the Frary Addition in June, 1869. In May, 1869, the Episcopalian Society erected the first house of religious worship in new San Diego, at the northeast corner of Sixth and C Streets. The Baptists followed with a building on Seventh Street, below F, in October. The Methodists were third, with a church on the corner of Fourth and D, which was dedicated February 13, 1870. Each of these societies received a gift of two lots each from Horton.

The hotel kept by Captain Dunnells soon proved inadequate to support the traffic, and late in 1868 Mr. Case began the construction of the hotel on the corner of Fifth and F Streets known as the Bay View Hotel—the second hotel erected in new San Diego and the first in Horton's Addition. By December, 1869, the newspapers were complaining of inadequate hotel accommodations, and on the 18th the *Bulletin* was able to make this proud announcement: "The great need of this town is about to be supplied by A. E. Horton, Esq., who will immediately erect, on the northwest corner of Fourth and D Streets, a palatial brick edifice, for hotel purposes. It is to contain a hundred rooms and to be fitted up with elegant furniture and all modern improvements." The Horton House, the best hotel of San Diego for many years, was opened October 10, 1870.

Late in 1869, the paper says that "people are coming here by the hundreds—by steamer, by stage, and by private convey-

ance." And, "from a place of no importance, the home of the squirrel a few months back, we now have a city of three thousand inhabitants. Houses and buildings are going up in every direction. The most substantial improvements are being made. . . . Every steamer from San Francisco averages two hundred newcomers, who are to make their permanent home here. One wharf has not been able to accommodate all the shipping, so another one is in course of construction. The government has decided to make this point headquarters for Lower California and Arizona, and troops are filling the barracks. Fortifications will be built at the entrance to our harbor. The Memphis and El Paso Company will soon have their road open to Arizona, and San Diego will be the natural depot for that country. A branch mint to work out the products of that section, together with our own, will have to be built at San Diego." In this year David Felsenheld built the first brick building, at the northwest corner of Sixth and F Streets.

In November it is recorded that more than a dozen buildings were erected between the two issues of the newspapers (weekly); and a workingman writes to complain of the scarcity of houses and the high rents, which "eat dreadfully into the earnings and wages of mechanics." At the close of the year there were 439 buildings, and the volume of business transacted in December was over \$300,000.

The year 1870 opened with business brisk and real estate active. In March, four weeks' sales aggregated over \$50,000. One of the most encouraging features was the opening of telegraphic communications with the outside world. The need for this convenience had been debated in the newspapers for some months. In the spring, the agents of the Western Union Telegraph Company came and raised by canvass a subscription of \$8,000, the amount of the subsidy required. The largest givers were Horton, Morse, *San Diego Union*, and J. S. Mannasse & Co. The whole sum was given by twenty-three individuals and firms. Work was begun upon the line immediately. The poles were distributed from a steamer, being floated from the vessel to the shore—a dangerous service, performed by Captain S. S. Dannels. The line was completed and the first dispatches sent on August 19, 1870. The event caused much rejoicing.

Many other important enterprises were undertaken and much progress made. The Julian mines were discovered in February, and soon assumed importance. The first gas works were constructed and began operations early in the summer. A daily mail between San Diego and Los Angeles was established in December. School buildings were erected and a high school building talked about. In June the first bank, the Bank of San

Diego, was organized. A long list of substantial buildings, including Horton's Hall and the really remarkable Horton House, were completed. The assessed valuation of the town's real estate rose to \$2,282,000, and its personal property to \$141,252, all of which had been brought in, or created, in a period of three years. The national census taken in this year showed that the town had a population of 2,301 and 915 occupied houses.



THE HORTON HOUSE, 1870-1905

For more than a generation, the famous hotel of San Diego and one of the most notable in Southern California. It was demolished to make room for the U. S. Grant Hotel

Nevertheless, the year as a whole was considered a discouraging one, and closed in gloom. The boomlet soon reached its limit and within a few short weeks was cruelly nipped in the bud. The collapse of the Memphis, El Paso & Pacific project, which occurred early in the year, was a blow which it could not withstand. Besides, there was a drought, which added to the discouragement. By May, the *Bulletin* acknowledged editorially that "times are hard and money scarce," and many men were out of employment. In August, the *Union* took a philosophical view of the situation: "In spite of the failure of the railroad bill this year, our real estate holds its own, and sales are made at very little reduction (sic) from the rates which have ruled for months past."

In the spring of 1871, there was a slight revival of real estate activity following the passage of the Texas & Pacific Railroad bill, but delays ensued, and it was short-lived. In one week we read of Horton selling \$3,000 worth of land, and in another \$10,000 worth. A good many settlers came, and on June 20th a large party of excursionists arrived from Chicago—the first organized party of real estate excursionists to visit San Diego. Mannasse & Schiller's wharf was built during the summer, the first planing mill established in September, and the first skating rink in October. The total number of buildings erected in the year was 51, which included a court house, the Presbyterian church, and a number of business blocks. The drought of the preceding year continued and materially affected conditions. The population was estimated at 2,500, and the number of business buildings was 69.

The year 1872 may be characterized as the Year of the Awakening. The effects of Colonel Scott's activities were felt in its closing months, and confidence in his transcontinental project began to grow in the far-off Pacific port. In August, "property is buoyant." In November, Horton's block on the southwest corner of Third and D Streets, for the use of the Texas & Pacific as an office building, was under way, and real estate began to be in brisk demand.

At the close of the year, the business houses in San Diego were as follows: Two commission houses; two wholesale liquor houses; two millinery stores; seven hotels; three fancy goods stores; two saddlery stores; three dry goods stores; three lumber yards; two furniture stores; four drug stores; two tinware stores, two book stores, five livery stables, two fruit stores; one bank; twenty-three saloons ("they dispense," says the *World*, "an excellent article of whiskey"); one boot and shoe store; one sash, door, and building furnisher; two Chinese stores; two jewelry stores; four restaurants; two breweries; one foundry; twenty general merchandise stores; two steam planing, turning, and scroll saw mills; and one steam flour mill.

Concerning the prevailing prices of real estate, the *Union* says: "Real estate during the last few months has been steadily appreciating in value. Lots situated on the city front within a couple of blocks on each side of the Pacific Mail Company's wharf have a market value of \$500 to \$2,500 per lot measuring 100x50 feet. On Fifth Street, the main business street of the city, lots range in value from \$1,200 to \$2,000; on Seventh Street from \$800 to \$1,200. Residence lots within the boundaries of Horton's Addition are valued and selling at from \$225 to \$800 per lot. Outside of Horton's Addition, but within a mile and a quarter of the business center of the city, lots vary

in value from \$50 to \$100 each. One and one-half miles out lands are now selling at \$150 per acre. Lands situated two and a quarter miles from the heart of the city can be purchased at \$30 an acre." The sales of real estate during the year amounted to \$466,404.

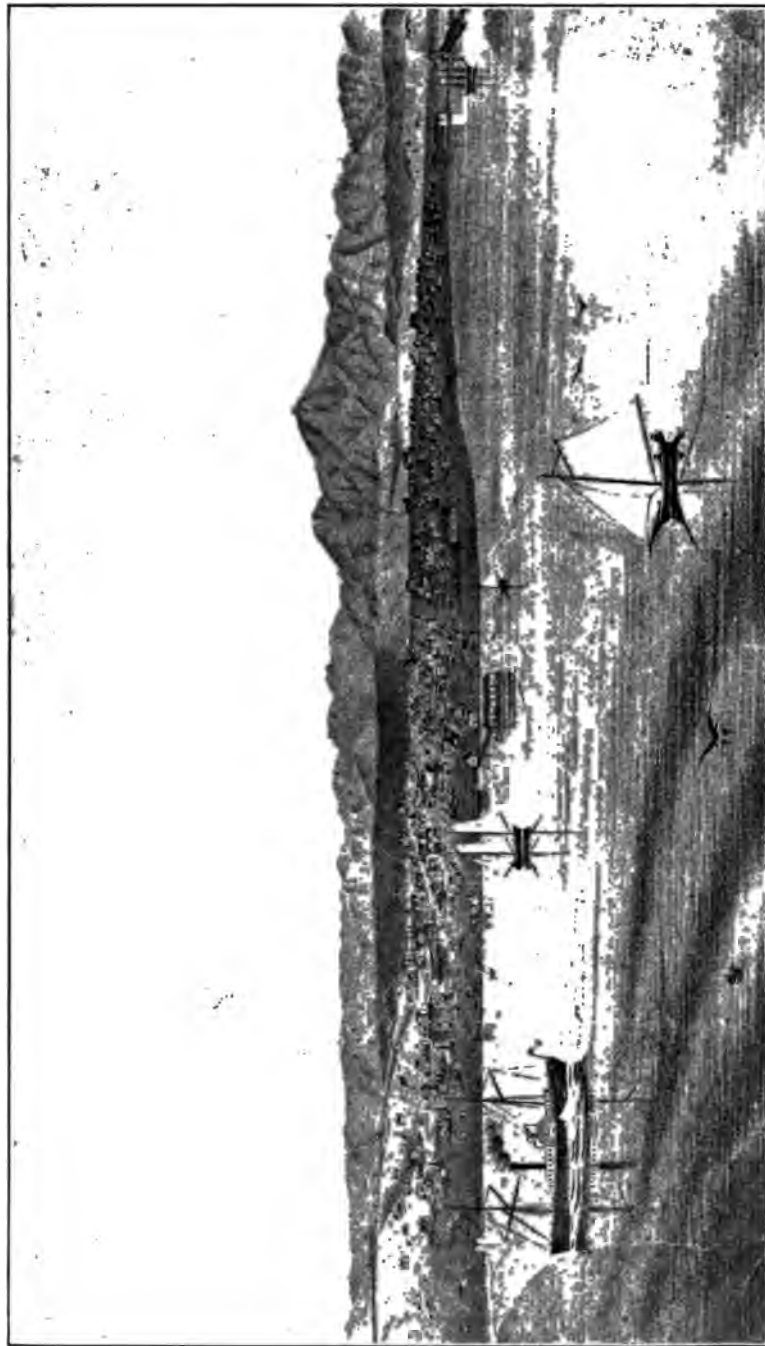
By the opening of 1873, the rising tide of excitement was running strong. The newspapers urged the people to build more houses at once, saying the population had been increasing steadily for five months and that there was a scarcity of houses.

A list of Horton's enterprises, complete and pending, made in April, showed the following:

The Horton House was erected by him at a cost of \$125,000. Built present residence of Thomas L. Nesmith at cost of \$8,000 or \$9,000. Building corner Sixth and G, containing present hall, cost about \$8,000. Present residence corner A and Sixth, cost \$4,500. Block bounded Second and Third, A and B, improved at cost of about \$3,500. Lot corner Second and B, improved, \$3,000. Lot J, same block, fronting on Third Street, \$800. Lot J, on First between C and D, \$1,500. Horton's Hall, Sixth and F, cost \$10,000. Building corner Ninth and H, \$1,500. Wharf now owned by Pacific Mail Company, \$40,000. Two buildings on First Street between H and I, and a number of other smaller ones. Bank building now under way, \$40,000 to \$50,000.

On May 22d, the *Union* published the following review of building operations:

The list includes new residence of Mr. Horton, residence of Captain A. H. Wilcox; Mr. Gerichten's residence; new brick store for McDonald & Company; Backesto's brick building on Fifth Street; Hiscock's brick building on south side of Horton House square, corner of Third Street; brick building of Veazie & Shuler, northwest corner D and Third, now occupied by Commercial Bank; Bayly's San Diego Foundry and Machine shop, corner Eighth and M Streets; Hanlon & Fulkerson's steam planing mill; Dievendorf's new store on Sixth Street; brick addition to store of J. Nash; D. Cleveland's new office on Sixth Street; addition to Young's furniture factory corner Third and G Streets; residence of Mr. Josse, beyond Bay View Hotel; new Market House fronting on Fifth and Sixth Streets; Horton's iron and brick bank building, corner Third and D Streets; large brick addition to S. W. Craigie's wholesale liquor house; Veazie and Russell's large double house, residence building on Third Street; residence of L. B. Willson; residence of Mr. G. Geddes on C Street; Mr. Phipp's residence in Chollas Valley; Mumford's building on Fifth Street; Captain Knapp's residence on First Street; residence of D. O. McCarthy on Spring Avenue;



VIEW OF SAN DIEGO IN 1873, SIX YEARS AFTER HORTON CAME
From a lithograph drawn by A. L. Mathews, published by A. L. Bancroft & Co., San Francisco

and new residence building on Eighth Street—twenty-five buildings in all, total cost about \$147,000.

Notwithstanding the anxiety and suspicion due to delay in the building of the Texas & Pacific Railroad, yet within the year Colonel Scott held his famous meeting in San Diego, the surveys were made, the old San Diego & Gila subsidy lands were transferred to his company, and work was actually commenced on the construction of the road. The failure of Jay Cooke & Company occurred early in December, as well as Scott's failure in Europe, and the new year in San Diego begun in gloom, but considerable progress had been made.

"In 1867," says the *Union*, whistling cheerfully to keep up courage, "less than 100 people lived here, and there were not more than a dozen houses. Today, it is a city of nearly a thousand houses and a population of over 4,000." A total of 4,050 passengers had arrived by sea and land, and 2,381 departed, giving a net gain of 1,669 in the population. The agricultural development was quite remarkable, the total acreage of farm lands assessed being 825,263, and the total valuation \$1,263,542. But the rapid growth of both city and country was sharply checked by the Scott failure, population declined, and doubt, uncertainty, and discouragement prevailed. Mr. L. A. Wright says, in a newspaper sketch:

The population of San Diego had grown until it was quite a busy city, but Scott's failure stopped almost every enterprise and the population dwindled down to about 2500. Many poor people had purchased land of Mr. Horton, having made a payment of one-fourth or one-third down, the rest to be paid by installments. Of this class a great many were thrown out of employment and were compelled to leave town. They met Mr. Horton on the street every day and offered to let him keep the money already paid if he would only release their contracts so that they could get away. Every man who thus approached the founder of the town was whirled into Mr. Horton's office, his contract surrendered, and every cent paid upon the contract was returned, dollar for dollar.

An old citizen, referring to this period, says: "Following this, there were eight or ten quiet years here, years of real enjoyment for the people who had come here for their health and wanted to live here. The business men had no competition, there were no political bosses; the people were generally united and there was very little wrangling. The town grew slowly, but there was no boom."

That the years were quiet, the historian, from an examination of the records, can testify. A year's file of the newspapers scarcely furnishes a single item for this chapter. At times great despondency prevailed. The county was prosperous in 1876.

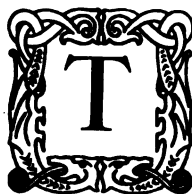
A few events of commercial importance occurred. In March, 1873, the Commercial Bank, the second bank in San Diego, was opened for business. The Julian mines continued to prosper. The San Diego River was permanently turned back into False Bay, and the destruction of San Diego's harbor by it stopped, in 1877.

Douglas Gunn writes:

The prospects of the harbor as a railroad terminus constituted the leading stimulus to the growth of the new city; but the people soon began to give attention to the development of the resources of the country; and when it was found that patience must be exercised under delay in railroad affairs, the people were prepared to exercise that virtue. No community has ever exhibited greater courage and stronger faith than that of San Diego. . . . The commerce of the port has steadily increased; roads have been built to the interior; farms and orchards have been cultivated; mines have been opened; and in spite of "hard times," the county has continually grown in population and wealth.

CHAPTER V

SOME ASPECTS OF LOCAL LIFE



THE first hotel of the Horton period was known as "New San Diego Hotel" and was kept by Captain S. S. Dunnells. It was located in one of the ready-framed buildings of 1850, and still stands on the northeast corner of State and F Streets. Mrs. Dunnells says of the town at the time of their arrival:

"The only water in the place was in a well near where the court house now stands. The soldiers' burying ground was back of where the Horton House was afterwards built. The bodies were later moved to the military cemetery. Some Indians had their huts on what is now Florence Heights. Mrs. Mathew Sherman was our only neighbor; she lived near her present residence. There was also a German in charge of Mannasse & Schiller's lumber yards. One day Mrs. Horton took me out to show me the great improvements that were being made. It was a party of two men, cutting brush up near where the Horton House stood in later days."

The first school was taught by Mrs. H. H. Dougherty, in the old government barracks building. The first religious service was also held in the same place, in 1868, by Rev. Sidney Wilbur. A number of the early comers lived in this old building for a short time after their arrival, until accommodations could be provided for them elsewhere.

The "Exposition Circus Company," which arrived January 19, 1869, gave the first exhibition of the kind at new San Diego. They pitched their tent on State Street, near the New San Diego Hotel.

Joseph Nash opened the first general store in new San Diego, in a building still standing on the southeast corner of State and G Streets, now occupied by H. Kerber. The first drug store was also in this building. Mr. Nash, on his opening day, gave each lady in new San Diego a dress pattern. Among his clerks were Charles S. Hamilton, George W. Marston, and A. B. McKean. He continued in business at San Diego many years, and is well remembered by old inhabitants. He is supposed to be still living, in San Francisco.

The first building erected in Horton's Addition was the one-story frame building still standing on the east side of Sixth Street below J, numbered 357. It was first used by Mr. Horton as an office, and is now used as a Chinese laundry.

The postoffice at Horton's Addition was established in May, 1869, and Dr. Jacob Allen was the first postmaster. The postoffice was a one-story frame building, on Fifth below F. It was officially known as "South San Diego" for several years. The change to plain San Diego was due to John G. Capron, who personally saw the assistant postmaster-general at Washington, and the manager of the express company, at New York, and had the change made, and at the same time changed Old San Diego to "North San Diego." The people were surprised when these



FIFTH AND B STREETS IN 1875

The large building shown in the picture stood on the northwest corner and faced south on B Street

changes were made, and it was a long time before it was known how they were brought about.

The first public gathering of importance in new San Diego was the celebration of the Fourth of July, in 1869. This was an occasion long remembered by the inhabitants. The celebration was kept up for three days and nights, and "commenced on Saturday last at South San Diego and terminated in dancing and merrymaking at Monument City and Old Town on Monday night, or rather, on Tuesday morning. From the commencement to the close there has been, so far as we could hear, but one idea prevailing—to express genuine feelings of patriotism and have a good time. We believe the people of this city have

given more time and had more real pleasure the past three days than has ever been known here before."

The celebration at South San Diego was held in the large warerooms of Mr. Horton. Cannon were fired and there was a procession. G. W. B. McDonald was president of the day, Rev. Sidney Wilbur offered the prayer, the Declaration of Independence was read by Captain Mathew Sherman, and the oration was by Daniel Cleveland. The *Union* says:

The oration of Mr. Cleveland was at once calm, dispassionate, thoughtful, and scholarly. Rapidly reviewing the history of the country from its first settlement to the war for independence, and thence on up to the present time, he clearly stated the lessons taught us in the birth agonies and fearful



NORTH SIDE OF K STREET
Between Fifth and Sixth in the early '70's

life struggles from time to time of our noble war-scarred Republic; and in setting forth Patriotism, Love of Country, and fidelity to her constituted authorities, as a *religious* duty, imposed by God himself, and from which no earthly power can free us, he struck a chord which met with an answering response in every true patriot's heart.

In April, 1870, there were ten stores in new San Diego: Joseph Nash, J. S. Mannasse & Co., McDonald & Co., A. Pauly & Sons, Bush & Hinds, Lowenstein & Co., J. Connell, Whaley & Crosthwaite, Steiner & Klauber, and A. B. McKean & Co.

In May of this year occurred the opening of Horton's Hall as a theater. In the following July, Rosario Hall was opened, with a ball.

On April 27, 1871, the *Union* says:

We are called upon to chronicle this week the first wreck which has ever occurred in San Diego Bay. During the gale on Sunday afternoon, the "Cosay" bath house broke from its moorings at Horton's wharf and drifted out to deep water, where it foundered and went to pieces in a very few moments.

In October, 1871, the city cemetery, Mount Hope, so named by Mrs. Sherman, was set aside for its use by the trustees. The tract contains about 200 acres, and is on the mesa east of the end of M Street.

In this month occurred the first murder in the history of new San Diego. Alexander J. Fenwick shot and killed Charles Wilson, in Mannasse's lumber yard. Wilson had an Indian wife whom he accused of infidelity with Fenwick. The murderer was tried, and found guilty; the case was appealed, and early in 1873 the Supreme Court affirmed the decision. Fenwick found means to secure poison, which he took, and died in the jail March 24, 1873—the day set for his execution. Mrs. Wilson also killed herself with poison.

In February, 1872, the assessor's books showed the following list of substantial citizens:

A. E. Horton was assessed for.....	\$124,971
John Forster	87,681
Kimball Bros.	52,849
Sublett, Felsenheld & Co.....	42,156
San Diego & Gila R. R. Co.....	41,899
Heirs of Miguel de Pedronena, deceased.....	36,766
Louis Rose	36,330
P. W. Smith.....	35,700
J. S. Mannasse & Co.....	33,566
Cave J. Coutts.....	26,122
Bank of San Diego.....	20,000
A. F. Hinchman.....	16,195
Joseph Nash.....	15,720
Refugio Olivera (Santa Maria rancho).....	15,374
E. W. Morse.....	14,840
John Wolfskill	14,559
Levi Chase	14,100
Hawthorn & Wilcox.....	13,465
Estate of José Antonio Aguirre, deceased.....	21,500
Robert Allison	13,238
Estate of James Hill, deceased.....	11,616
S. S. Culverwell.....	11,113
McDonald & Co.....	10,165
Juan Salazar	10,000
Louis Hauck	9,099

As an interesting picture of conditions at the time, the following list of business men advertising in the *World* in its first number (July 25, 1872), has been preserved:

R. R. Morrison, watchmaker and jeweler.
 E. D. Switzer, dealer in watches, etc.
 J. A. Shepherd, Notary Public and Insurance Agent.
 A. P. Frary, proprietor of Frary's Addition to New San Diego.
 John H. Richardson, painter and carpet upholsterer.
 A. E. Horton, proprietor of Horton's extension of New Town.
 Briant & Lowell, feed and sale stables.
 J. A. Allen & Son, pioneer drug store.
 J. M. Matthias, general merchandise and commission.
 C. P. Fessenden, photographs.



VIEW TAKEN FROM THE CORNER OF SEVENTH AND A STREETS IN 1876

The one-story building in the foreground at the left is still standing. The present site of the B Street School adjoins it on the south

The Horton House.
 Steiner & Klauber, general merchandise.
 Dr. D. B. Hoffman, has resumed full practice.
 J. C. Hayes & Co., real estate agents.
 Hathaway & Foster, dealers in house builders goods.
 Smith & Craigue, wholesale wines, liquors and cigars.
 Linforth, Kellogg & Co., San Francisco, hardware & machinery.
 Collins, Wheaton & Luhrs, San Francisco, provisions.
 Marshall & Haight, San Francisco, provisions.
 Murphy, Grant & Co., San Francisco, dry goods.

J. W. Gale, general merchandise.
 United States Restaurant.
 J. Nash, general merchandise.
 Culverwell & Jorres, commission, feed and grain.
 E. W. Morse, insurance agent.
 Era House, Wm. Townsley, proprietor.
 Luckett's Station on the Julian Road; George Kendall, prop.
 Allen's Lung Balsam; Redington, Hostetter & Co., agents
 San Francisco.



LOOKING UP FIFTH STREET FROM K ABOUT 1875

This very interesting picture is a good representation of the main thoroughfare as it appeared some thirty years ago. It also shows that part of the business section of the city east of Fifth Street, as it then appeared

Gordon & Hazzard, general merchandise, National City.
 A. Pauly & Sons, general merchandise.
 A. J. Chase, real estate.
 Clark & Harbison, bees.
 Pacific Mail Steamship Co., C. P. Taggart, agent.
 N. P. Transportation Co., Culverwell & Jorres, agents.
 Smith & Craigie, wines and liquors.
 The Florence Sewing Machine, Samuel Hill, agent, San Francisco.
 Grover & Baker's Sewing Machine, H. B. Hirschey, agent for San Diego.

Major Ben. C. Truman, writing in the *World*, states a number of matters humorously, thus:

The bulk of our population are invalids; the rest realize Burke's description of the French revolutionists. He characterized these worthies as "calculators, sophists, and economists." The phrase "sophisters" may be justly elided, because our people have all come here with a sagacious provision of the future.

Apropos of coming here, pretty much everybody has come to San Diego some time or other. In the innocence of your heart, you mention some illustrious or notorious name to a San Diegan; and, instantly, he begins, "When so-and-so lived here," etc. The stranger is astonished at the range of this inventory of famous people. It includes such names as those of Sherman, Thomas, Rosecrans, Kearny, Magruder, and an endless list of other military celebrities. Wm. H. Seward has hobnobbed with our citizens, and Old Town is still redolent of the jokes of the brightest spirits that have lived in the land, from "John Phoenix" to J. Bankhead Magruder and his corporal, Johnny Murray. . . . We have the old time people, who used to sit 'round with John Phoenix and crack royal quips. Many of these old stagers don't believe in their souls that we shall ever have a railroad. They play "pitch" and "seven-up" and look pityingly upon the poor dupes who expect to ever see a railroad approach our bay. They have seen so many fizzles that they really believe that the mighty Railroad King is as big a "Jeremy Diddler" as John Charles Frémont. They have all obeyed the injunction to "laugh and grow fat," and they are all repositories of the juiciest stories ever told on earth. On the whole, San Diego has a good, strong, humorous, cultivated, and devil-may-care population, which is worthy of the best fortune can do for them, and can sustain the worst.

Probably the genial Major was thinking, at the time he wrote this, of a few of the more convivial residents of Old Town, who were somewhat noted for their ability to drink long and deep.

Mrs. F. L. Nash wrote concerning her experience in San Diego, during the "Tom Scott" boom:

A more congenial, delightful class of people would be hard to find. Out-of-door excursions were even more common than at present, and the picnic basket was always within easy reach, ready to be filled at a moment's notice. Point Loma, Coronado, La Jolla, Rose Canyon, and El Cajon were just as popular resorts as at present.

Early in December, 1875, a gang of Sonorran bandits made a raid on the town of Campo and tried to plunder the store of the Gaskill brothers. A bloody fight ensued, in which the Gaskills killed one of the robbers, wounded three others, and were themselves badly wounded. (Bancroft says that Luman H.

Gaskill was killed; as a matter of fact, he is alive and well, today.) The citizens of Campo hanged two of the captured bandits. This attack was so bold and in such force, that considerable excitement was caused throughout San Diego County. A public meeting was held in San Diego, and a guard sent for the protection of the settlers at Campo. A few days later, General Scofield sent a company of cavalry there, and the trouble blew over.

In February, 1876, little Grace Frary, daughter of Captain A. P. Frary, became lost while the family were moving, and remained out wandering about all night. The next day she was found by a company of cavalry which had been ordered out to aid in the search, asleep at the foot of the bluffs, near the salt works.

The Chinese came to San Diego in considerable numbers, at an early day. From the early 70's, they were practically the only help employed in the hotels, and, as is their custom, they soon built up a "Chinatown." At the time of the anti-Chinese riots in other parts of the state in 1877, an effort was made to provoke an attack upon the Chinese quarters in San Diego. A written agreement pledging the signers to assist in ridding the town of the Chinese was circulated, and persons refusing to sign were threatened and even assaulted. The better class of citizens, becoming aware of this, took prompt action. A meeting was held, addresses made, a committee of public safety enrolled, and a watch kept. General McDowell ordered that this committee should have the use of any government arms they might need. These energetic measures entirely squelched the threatened riot.

One of the earliest elements in the rivalry between old and new San Diego was the question of the removal of the county seat, and the seat of the city government, to the new town. This agitation began early in 1869. On June 23d, the *Union*, which was then published at Old Town, said that "the county is \$90,000 in debt and there is not a decent public building in it." There was a general agreement that new public buildings were needed, but the question was, where should they be built? The contest grew hot. On the one side were the residents and property owners of Old Town, who felt that such a change meant ruin for them, and on the other, the ambitious newcomers to Horton's Addition, who soon began to outnumber their opponents. On July 9, 1870, the board of supervisors ordered the removal of the county records from the old town to the new. Judge Morrison, of the district court, immediately required the clerk to make all writs issued from his court returnable in Old Town. County Judge Thomas H. Bush issued an order direct-

ing the sheriff to use force, if necessary, to prevent the removal of the records, and a posse of citizens was summoned to aid the sheriff, a cannon planted and guard mounted in front of the jail. The *Union* put it that Old Town had seceded, and that "Lieut.-Gen. Bush, in command of the artillery, threw up earth-works in front of the jail and placed the field piece in position, . . . and now the immortal Bush, seated astride of the plaza cannon, his soul glowing with heroic emotion, exclaims: 'This rock shall fly from its firm base as soon as I!'"

The supervisors at the time were Joseph C. Riley, E. D. French, and G. W. B. McDonald. In September, 1870, Judge Bush removed them from office and appointed Charles Thomas,



VIEW TAKEN FROM FIRST AND C STREETS ABOUT 1875

At the left of the picture is shown the old Court House as it appeared at its reconstruction

J. S. Mannasse, and William E. Flynn in their places. Suit was brought to restrain the old supervisors from acting, and an appeal taken to the supreme court, the case being entitled *Heuck vs. French, et al.* On January 27, 1871, the supreme court decided that Judge Bush had no power to remove the old supervisors or appoint new ones. In the meantime, George A. Pendleton, the old county clerk and recorder, who had been most active in trying to prevent the removal of the county seat and records, failed in health, and died March 3rd, and Judge Morrison died about the same time. The supervisors immediately appointed Chalmers Scott to the vacant position, and Scott lost no time in moving the records. With a party of two or three friends, he went to Old Town one evening, loaded the records into express wagons, carried them to Horton's Addition,

and the following morning (April 1, 1871) was ready for business at the new place. The supervisors had rented the brick building on the northwest corner of Sixth and G Streets, now occupied by Vermillion's grocery, and this was used as a court house until a new building was constructed and ready for occupancy. This was the end of the court controversy and the end of the predominance of Old San Diego in the political affairs of the community.

Contracts were quickly let for the construction of a new court house, on a block donated by Mr. Horton. The ceremonies of laying the cornerstone took place on August 12, 1871. The speakers were Hon. Horace Maynard of Ohio and Judge W. T.



GORDON & HAZZARD'S STORE

On the southwest corner of Sixth and H Streets, the present site of the Steele Block

McNealy. The structure was completed and turned over to the county early in June, 1872, and dedicated with a grand ball on the evening of the 4th of that month, as befitted the first public building in new San Diego. The building was 60 feet wide, 100 feet deep, and 48 feet high, and had twelve rooms, including the jail. It was of brick, finished with plaster. The contractor was William Jorres. The cost was \$55,000, paid in 20 year 7 per cent bonds.

The old building having been outgrown, its enlargement and reconstruction were begun on July 19, 1888. It was practically two years under construction, being turned over to the supervisors on July 7, 1890. It is built of brick in the Italian Renaissance style and is a substantial building. The cost was \$200,000. It has a frontage of 106½ feet and a depth, includ-

ing the jail, of 110 feet. The height, from base to dome, is 126 feet. It houses comfortably the two superior courts and all the county officials and records and is surrounded by a large, well-kept yard.

The source of San Diego's title to its pueblo or city lands is very unusual. Upon the organization of the town in 1835, it became entitled, under the Spanish and Mexican laws, to a grant of four square leagues of land. The formalities necessary to secure this grant were not completed, however, until ten years later, when Captain Henry D. Fitch surveyed the boundaries of the lands claimed and made a map. This map was submitted to and approved by Santiago Argüello, the sub-prefect of San Diego, and by Governor Pio Pico, and thereupon the lands shown on this map became the common property of the citizens of the pueblo, and the officials acquired power to make grants and did make many.

As this method of acquiring title was unusual, however, there was much misunderstanding, after the American occupation, and the validity of the city's title was frequently called in question. Steps were therefore taken to have it confirmed by every possible court and authority, which extended over more than twenty years, and resulted in the issuance of the patent in 1874 which settled the question forever. An extract from the report of the commissioner of the General Land Office, in the case of the contested survey of the pueblo lands of San Diego, dated December 17, 1870, will make this clearer.

The presidio of San Diego was established in May, 1769, and the pueblo organized in 1835, but no official survey of the pueblo lands appears to have been made until 1845, such survey having been then executed by the proper authorities, assisted by citizens, among the latter being Captain Henry D. Fitch, who prepared the map of the survey. This map was approved by the prefect, who ordered and supervised the survey, and was also subsequently approved by the governor, and countersigned by the secretary of the state government of the department.

On the 14th of February, 1853, the president and board of trustees of the city of San Diego filed with the board of land commissioners their petition for confirmation of the claim of said city to the aforesaid pueblo lands as delineated and described on the map prepared by Henry D. Fitch, which map accompanied the said petition, the opinion and decree of the board being as follows: "It is admitted by stipulation in this case that the present petitioners were created a body-corporate, with the above name and style, by the legislature of the State of California, on the 28th of April, 1852, and as such succeeded to all the right and claim which the city or pueblo of San Diego may have had to lands formerly belonging to the said pueblo of San Diego. A traced copy of

an *expediente* from the archives in the custody of the United States Surveyor General, duly certified by that officer, is filed in the case, from which it appears that by order of the territorial government of California, the ancient presidio of San Diego was erected into a pueblo, with a regular municipal government, in the latter part of the year 1834 and the commencement of 1835. It is also in proof that said town continued its existence as an organized corporation until the 7th day of July, 1846, when the Americans took possession of the country. It appears further, from the depositions of Santiago Argüello and José Matias Moreno, that in the year 1845 the boundaries of the lands assigned to said pueblo were surveyed and marked out under the superintendence of the former, who then filled the office of sub-prefect, and the two *alcaldes* of the town. That the lands were surveyed and a map of them made by Captain Henry D. Fitch, since deceased, which map was submitted to Governor Pio Pico, and duly approved by him.

Upon the claim coming before the United States district court, for the Southern District of California, at its June term, 1857, the appeal taken by the United States, in conformity with the requirements of law, was dismissed and the decree of the board of commissioners rendered final. . . . A survey was made of the pueblo lands of San Diego by John C. Hays, in July, 1858, under instructions from the United States Surveyor General of California, said survey containing 48,556.69 acres, or nearly eleven square leagues, and being based upon the map prepared by Henry D. Fitch . . . resembling the same in its inclusion of the more prominent landmarks, but not covering so large an area as the said map is shown to include by the position of said landmarks thereon and the scale laid down on its margin. This survey was approved by the surveyor general under date of Dec. 4, 1858, was advertised in supposed conformity with the act of June 14, 1860, re-advertised under the act of July 1, 1864, in view of the ruling of the Department in similar cases and the decision of the United States Supreme Court in the case of the United States *vs.* Sepulveda, and now comes before this office for examination and decision upon objections thereto filed. . . .

It is the opinion of this office that . . . said survey, after having been amended, should receive the final approval of the Department.

The amendment suggested related to the exclusion of the military reservation on Point Loma. The scope of this decision was merely to define the correct boundaries of the lands to which the city was entitled. The Secretary of the Interior soon after rendered a final decision affirming the city's title to eleven square leagues of land, and on April 1, 1874, the United States issued a patent accordingly, since which there has never been any serious question raised as to the validity of the title. It is based upon the title of the Mexican government, which passed to the United States by the treaty of Guadalupe Hidalgo, subject to the following provision:

Mexicans now established in territories previously belonging to Mexico, and which remain for the future within the limits of the United States shall . . . retain the property which they possess . . . or disposing thereof, remove the proceeds wherever they please, without being subjected to any contribution, tax, or charge whatever.

PART FOURTH
Period of “The Great Boom”

CHAPTER I

COMING OF THE SANTA FE



WHEN the first through train arrived in San Diego, November 21, 1885, the railroad dream which had filled the imagination of enterprising citizens for more than thirty years came true. The event was the most potent influence in the creation of "the great boom" and the largest single factor in making the city what it is today, yet it is difficult to relate the circumstances which preceded and followed the coming of the Santa Fé without indulging in bitter denunciation of the frenzied financiers who greedily took all that San Diego had to give and never fulfilled the promises upon the strength of which it was given.

San Diego wanted a direct route to the East, and if it could not be direct across the mountains to the Colorado River, it wanted a route as nearly direct as it was possible to build to a connection with the Atlantic & Pacific in the Mojave River region. This was essential, because it was desired to build a city at the incomparable seaport, rather than at the spot where the great city of Los Angeles now stands. San Diego and National City wanted a real terminal on the Bay "where rail and tide meet" as the basis of future commerce with the world of the Pacific.

In order to secure these advantages, San Diego and National City raised a magnificent subsidy, a part of which was sold for not less than \$3,000,000 in cash, and the remainder of which has been appraised by its owners at \$7,000,000. This subsidy was sufficient to defray, twice over, the entire cost of building the road from National City to Barstow, and yet the communities which contributed so generously of their substance to get a railroad never owned a share of its stock, nor had the slightest voice in directing its policy. It was not expected, of course, that the subscribers to the subsidy would own or control the railroad, but it was expected that the road should be built and permanently maintained by way of the Temécula Canyon, a fairly direct route from the seaport to the East, and it was expected that the grand terminal of the Santa Fé system should be estab-

lished on San Diego Bay, and that the railroad would co-operate in good faith in the development of ocean commerce.

These reasonable hopes were disappointed. After a very few years, the Santa Fé moved its shops to San Bernardino, and a little later to Los Angeles; engaged joyously in booming the City of the Angels; finally got entrance to San Francisco, its present real terminus; and consistently conspired with rival interests to deprive San Diego of commerce by sea and railroad competition by land.

These circumstances detract nothing from the credit of those who organized the successful effort to bring the railroad to the shores of the Bay. They clearly comprehended the urgent need of transportation facilities and proceeded to meet it in what was doubtless the only possible way at that time. Nearly everybody of weight in the community co-operated in the effort and gave generously to the subsidy, in proportion to the interest they had at stake. A number of public-spirited citizens dedicated their time and energies to the undertaking and persisted through all obstacles until the result was accomplished. But there is one man whose service was so conspicuous and valuable as to require special acknowledgment. This is Frank A. Kimball, of National City, who conceived the undertaking, who initiated it with the aid of a small group of citizens, who went to Boston and secured a contract with the highest officials in the Santa Fé system, who went again to renew the contract after the first one had failed, and who, with his brother, Warren Kimball, was by far the largest contributor to the subsidy.

Mr. Kimball had been trying to interest railroad promoters as far back as 1869, when he dealt with the representative of General John C. Frémont, president of the Memphis & El Paso, which was a mere fruitless project. In 1878, he corresponded with Commodore Vanderbilt, who answered that he would not "build a mile of railroad any faster than pushed to it by competition," and with Jay Gould, who said: "I don't build railroads; I buy them." After six months of futile correspondence with the railroad kings, Mr. Kimball called a secret meeting at the residence of E. W. Morse on Tenth Street in the spring of 1879. He and Elizur Steele represented National City, while Mr. Morse and J. S. Gordon represented San Diego. John G. Capron joined the secret committee at an early stage of the movement. It was decided that a vigorous effort should be made to induce one of the railroads then building across the continent to come to San Diego Bay. Mr. Kimball was selected to represent the committee in the East and started on his mission about the first of June, 1879. The sum of \$450 had been raised in San Diego and National City toward the expense of

his trip, and he raised the balance by putting a mortgage on his house. He took with him the endorsement of the city authorities and of the Chamber of Commerce.

Mr. Kimball went first to Philadelphia, where he soon concluded that there was no hope of doing anything with the Texas & Pacific. In New York he learned what he could of the intentions of Stanford and Huntington and came to the conclusion that the best hope of success lay with the Santa Fé, which was determined to strike the Pacific Ocean somewhere and which, as he soon learned, was most favorably disposed to Guaymas, in Mexico.

Mr. Kimball remained in Boston about three months and his correspondence with the railroad committee during that period is an interesting picture of the times, as well as a fascinating record of the fluctuating hopes and fears of this lone emissary from the southwestern corner of the Republic. He dealt, chiefly, with Thomas Nickerson, president of the Santa Fé system, but also frequently met other officials and had some conferences with the full board of directors. Mr. Kimball's severest critics admit that he was "a terrible single-handed talker in those days," and he certainly had a big thing to talk about and big men with whom to talk. The situation was one which called for the utmost tact, shrewdness, and patience, combined with the sort of enthusiasm which not only awakens interest, but carries conviction, as well. When the railroad hopes of later days are recalled, and when it is remembered how much less the friends of San Diego had to offer in 1879 in comparison with their present claims upon the attention of railroad builders, no one can fail to appreciate the size of the task which Mr. Kimball undertook. On September 5, 1879, he telegraphed E. W. Morse as follows: "All right; leave tonight. Be ready to act on arrival."

He had succeeded in getting a contract which provided for the building of a railroad within eight months forty miles "eastward from San Diego." He had agreed to raise \$10,000 in cash to pay for the right of way, to give 10,000 acres of land from the National Rancho, to get as much additional subsidy as possible, and to telegraph definitely what could be done by the people of San Diego and National City within twelve days of his arrival home. The details of this first subsidy are of no real interest, since it was never paid, owing to a radical change in the policy of the Santa Fé. It is important to note, however, that the expectation at that time was that the road would be built directly east to the Colorado River, and that surveys were actually begun to that end.

This preliminary work gained added importance from the presence of three representatives of the railroad, who arrived October 8, 1879. They were George B. Wilbur and Lucius G. Pratt, and W. R. Morley, chief engineer. These gentlemen remained in San Diego six weeks, making a thorough investigation. In their work of obtaining exact information about everything pertaining to the railroad and its prospects of business, their chief reliance appears to have been E. W. Morse, who worked indefatigably. Mr. Morse was a very modest man, and claimed no credit for himself, but it is the universal testimony that he rendered services of the utmost value.

The favorable report of Messrs. Wilbur and Pratt was quickly followed by the beginning of actual work on the part of the company's engineers. It looked as if the last obstacle had been successfully passed, but such was not the case. Within two months all work was stopped by peremptory orders from Boston. A fateful change of policy had been determined upon without consulting the people of San Diego. Instead of building by the Southern route, the Santa Fé had suddenly decided to join hands with the Atlantic & Pacific in order to share in its great land subsidy, and to this end it would cross the Colorado River at the Needles. The question then arose as to whether San Francisco, rather than San Diego, should not be the terminus of the road. At any rate, it was decided to build to the Needles first, and to consider extensions later.

Naturally, San Diego was plunged in the deepest gloom. Times were hard, money scarce, and prospects dubious in every direction. Still, the members of the railroad committee, having been so near the realization of their hopes, were not inclined to give up. They wanted Mr. Kimball to make another trip to Boston and endeavor to renew the contract with the Santa Fé, even if the road must come by way of the Needles. John G. Capron was especially insistent, and it was finally arranged that \$1,000 should be borrowed at a local bank to pay the expenses of the trip. A note for this amount was signed by Frank A. Kimball, John G. Capron, E. W. Morse, J. S. Gordon, E. Steele, James McCoy, O. S. Witherby, A. Overbaugh, J. A. Fairchild, and J. Russ & Company. Thus Mr. Kimball went back to Boston. He says he was not cordially received by President Nickerson, but finally succeeded in getting an audience with the directors. He further relates:

I went over the whole ground with them. I offered to renew our subsidy of 10,000 acres of land. They said they wanted to organize a syndicate to handle the land. I said I would put in 6000 acres of land as a nucleus for the Land & Town Company, and 10,000 acres to the railroad, and that they



FRANK A. KIMBALL

The man to whose efforts and generosity San Diego is chiefly indebted for the construction of the Santa Fe railroad to this port. His brother, Warren C. Kimball, shares with him the honor of making the largest contribution to the railroad subsidy and also of founding National City

could then sell the railroad land to the Land & Town Company, in accordance with the suggestion of Mr. Frank Peabody. In addition to the land to be given by my brother and myself, I told them I thought I could raise a land subsidy of 10,000 acres. Thus we (the Kimballs) gave 16,000 acres. Then we sold them 9000 acres for \$100,000 in cash. I told them we owed more than \$60,000 and asked them where my brother and I would come in. Their answer was that they would give us one-sixth interest in all they owned (the subsidy) and this we accepted.

He succeeded in organizing a syndicate of the officers and directors of the Santa Fé system, consisting of: Thomas Nickerson, the president of the company; Kidder, Peabody & Company; George B. Wilbur, B. P. Cheney, and Lucius G. Pratt, the gentlemen being directors of the Santa Fé. The provisions of the public contract were similar to the former one, except that the road was to be run by way of Colton and form a connection with the Atlantic & Pacific.

Mr. Kimball's contract provided for the establishment of the grand terminal of the railroad at National City. This was not known to the people of San Diego at the time. The terms of the subsidy merely provided that the terminal should be "on the Bay of San Diego," and it was expected that the railroad authorities would select whatever spot they deemed best suited to their purpose. As National City was a very heavy contributor to the subsidy, it certainly had the same right to consideration as San Diego, but since the terms of the agreement were not generally understood to discriminate between the two locations it is not strange that Mr. Kimball was sharply criticised by San Diego subscribers. On Mr. Kimball's return from his second successful trip to Boston, the railroad committee appealed to the public for subscriptions. Their work was phenomenally successful. They raised a subsidy in cash, notes and land as follows:

		Acres	Lots
Allison, Jos. A. and J. M.....	\$ 300		
Arnold, C. M.....	50		
Aylworth, E.		65	
Backesto, Dr. J. P.....	100		
Bank of San Diego.....	1000		
Barnes, G. W.....	50		1
Bass, John D.....	50		
Baugh, W. A.....	100		
Begole, W. A.....	50		1
Bemis, Marco	25		
Bennett, T.		10	
Benton, W. W.....	25		
Bernard, Charles		50	
Bidwell, James	50		
Birdsall, J. D.....	250		

CONTRIBUTORS TO SANTA FE FUND

397

		Acres	Lots
Bowers, W. W.....	200		
Bowers, M.		30	
Boyd, J. B.....	100		
Bradt & Sons.....	50		
Bratton, S. H.....	50		
Britton, W. & L.....		65	
Brown, H. H.....	50		
Brown, J. R.....	100		
Buell, E. J.....	50		
Callaghan, John	100		
Campbell, B. P.....	100		
Campbell, J. N.....	100		
Cantlin, Martin	50		
Capron, John G.....	750		
Carroll, F. M.....	100		
Carver, J. J.....			36
Cassidy, Andrew		50	
Castle, F. A. and A. Klauber.....		50	
Cave, D.			2
Chase, Chas. A.....	75		
Chase, A. J.....		10	
Christensen, J. P.....	50		
Choate, D.	400		
Church, C. C.....	25		
Clark, George T.....	50		
Clark, John	25		
Clark, M. L.....			1
Cleveland, Daniel			27
Cohn, J. A.....	50		
Cole, A. A.....		55	1
Commercial Bank			46
Conklin, N. H.....			23
Cook, Henry	50		
Corbett, Elizabeth	100		
Cowles, Alfred			2
Cowles, F. H.....		20	
Coyne, Joseph	100		
Crowell, Mrs. F. M.....	25		
Culver, C. B.....	100		
Dannals, Geo. M.....	50		
Desmond, John			1
Dievendorff, C. A.....	200		
Dobler, C.	150		
Dodge, Rev. R. V.....	400		
Dougherty, H. H.....	25		
Downey, John G.....			2
Doyle, John T.....		20	
Dranga, N. G. O.....	100		
Dunham, Mrs. C.....			1
Dunn, W. B.....		20	
Eaton, A. N. and E. D.....		20	
Emory, Gen. Wm. H.....			13
Evans, A. E.....		40	
Fairechild, J. A.....	200		

		Acres	Lots
Faivre Joseph		10	
Farrell, Thomas	25		
Felsenheld, David			12
Fenn, Dr. C. M.	100		
Fischer, John	100		
Folger & Schuman			1
Forster, John	250		
Forster, M. A.	100		
Fox, C. J.	100		
Francisco, C. F.	100		
Frisbie, J. C.		40	
Frisbie, J. O.	200		
Gassen, A. G.		300	
Geddes, George		20	
Gerichten, C. P.	250	40	
Ginn, Mrs. Mary S.	250		6
Gordon & Hazzard	500		
Gordon & Hazzard, Morse & Steele ..		80	
Goss, Thomas	230		
Gruendike, Jacob		500	
Guiou, D.	100		
Gunn, Douglas	100	40	
Hall, E. B.	100		
Hamilton, Chas. S.	500		
Hamilton, Fred M.	100		
Hamilton, M. D.	150		
Hammer, M. B.		80	
Hanke, Carl T.	50		
Harbison, J. S.	150		1
Hatleberg, J. O.		$\frac{3}{4}$	
Henarie, D. V. B.	250		
Hendrick, E. W.	25		
Herman, D. C.	250		
Herrander, John	50		
Hicks, John J.	100		
Higgins, H. M.		40	
High, John E.		80	
High, William E.		80	
Hinchman, A. F.			48
Hinton, J. B.		160	
Hitchcock, G. N.	100		
Hoffman, John C.	25		
Hollister, D. A.	100		
Holm, Julius	50		
Horton, A. E.	250		
Howard, Bryant	500		
Hubbell, Charles		30	
Hyde, George	600	20	
Ihlstrom, L. J.	100		
Johnson, Robert			1
Jones, E. L.	50		
Jones, S. P.	300		
Jones, T. S.	300		
Jorres, William	100		

CONTRIBUTORS TO SANTA FE FUND

399

		Acres	Lots
Josse, L. M.....	50		
Journeay, George	150		
Julian, A. H.....	75		
Julian J. M.....	100		
Kelly, Robert	150	20	
Kimball Bros.		10,000	
Knowles, A. P.....	100		
Knowles, Anna Scheper.....	100		
Koster, P.	300		
Lankershim, I.			4 2 3
Larson & Wescott.....	400		
Leach, Wallace	200		
Lehman, Theodore	100		
Levi, S.	100		1
Littlefield, Sheldon	100		
Littlefield, S. and E. Stanwood.....			6
Llewellyn, William		20	
Lockling, L. L.....			1
Louis, Isidor			1
Lowell, Fred B.....	50		
Luce, M. A.....	100	100	
Mabury, H. and W.....			12
Mannasse and Schiller.....			1
Marston, George W.....	300		
Marston, Harriet			12
Maxey, A. E.....	150		
May, Chas. E.....	50		
McCarthy, M. J.....	50		
McClain, J. W.....	25		
McCool, W.		20	
McCoy, James	250	40	
McDonald, G. W. B.....		80	
McIntosh, F.			2
McRae, Daniel	100		
Menke, A.	25		
Minear, W. L.....	50		
Morrow, Richard		5	
Morse, E. W.....	750		
Mumford, J. V.....	50		
Neale, George	50		
Noell, Chas. P.....			18
Norris, W. B.....	50		
Nottage, E. W.....	25		
O'Leary, Edmund	25		
Overbaugh, A.	500		12
Owens, Edward		15	
Page, Mrs. A. C.....	50		
Paine, J. O. W.....	50		
Palmer, Oscar	100		
Pearson, A. B.....	25		
Pearson, J. L.....	100		
Perigo, Wm.	50		
Perry, Mrs. C. L.....	50		
Perry, H. A.....	50		

	Acres	Lots
Peyser, M.		2
Pidgeon, Geo. S.	100	
Pierce, James M.	500	
Poser, H. von.	50	
Raffi, G.	100	
Reed, Arabella	25	
Reed, D. C.	150	
Remondino, P. C.	200	2
Rennie, Gilbert	150	
Reupsche, William	25	
Rice, H. B.	100	
Richardson, John H.	25	
Richter, Hulda		1
Rogers, E. O.	100	
Rose, Louis	250	
Russell, James	50	
Rouland, N. P.		6
San Diego, City of.	4500	124
Schneider, Arnold	200	
Schuyler, D.		6
Seeley, A. L.	100	
Selwyn, G. A.	80	
Shelby, J. T.		2
Shellenberger, Amos	50	
Sheriff, J. A.	250	
Simpson, J. H.	150	
Slade, Samuel	100	
Smith, P. N.	10	
Smith, Will M.	150	
Snyder, J. H.	200	
Stanwood, Elizabeth	100	
Steiner & Klauber.	40	
Stewart, D.	20	
Stewart, W. W.	200	
Stockton, Dr. T. C.		12
Stone, Francis	15	
Stone, George M.	100	
Story, Joseph	100	
Stow, John P.	25	
Strauss, Kohnstrom & Blum.		1
Surbeck, G.	25	
Swain, W. H.	100	
Tallman, E. H.	100	
Terry, W. W.	125	
Thompson, J. W.	100	
Todd, James	50	
Trask, P. H.	25	
Trask, Roswell	25	
Treat, John		2
Utt, Lee H.	10	2
Wadham, J. F.	100	
Wallach, D.	100	4
Walsh, W. J.	15	
Walter, Otto	100	

LITIGATION WITH SCOTT

401

		Aeres	Lots
Ware, K. J.....	40		
Watkins, N. and E. B.....		40	
Wentscher, A.	250		
Wescott, J. W.	50		
Wetmore, Chas. A.....	250		6
Whaley, Thomas	100		
Whear, R. S.....	100		
Wheeler, M. G.....	100		
Whitmore, S.	100		
Wilcox, A. H.....	1000	80	
Willey, H. I.....	150		
Williams, W. E.....	50		
Williams, W. L.....	500		
Winter, L. & Bro.....	200		
Witherby, O. S.....		120	19
Witfield, G.		10	
Wright, Ralph L.....	25		
Wright, W. W.....	100		
Wolfskill, J. W.....	120		
Yenawine, Samuel		20	
Young, James M.....	25		
Young, John N.....	100		
Young & Gray.....		80	
	\$25,410	17,355 $\frac{3}{4}$	485 2-3

In connection with this new subsidy, the successful effort to recover lands given to the Texas & Pacific in consideration of benefits never received, is a matter of much historical interest. The movement began in 1876 with a suit brought by W. Jeff. Gatewood and A. B. Hotchkiss in the name of Thomas H. Bush, a taxpayer, against James A. Evans, the resident engineer, and Colonel Thos. A. Scott, president of the Texas & Pacific. The suit aimed to annul deeds made in 1872 by the city to Evans, the land having been afterward conveyed to the railroad. The ground of the suit was, of course, failure of consideration.

The suit was begun on April 10, 1876, in the district court of San Diego County. On January 20, 1879, Wallace Leach was admitted as one of the attorneys for the plaintiff. Evans and Scott had, in the meantime, disclaimed any interest in the lands in controversy, and in November, 1879, the action was dismissed as to them. This left the railroad company as the sole defendant. Though the suit was unpopular at first, the city of San Diego filed its intervention as plaintiff on January 6, 1877, and thereafter the suit was prosecuted in its name. Mr. Daniel Cleveland, as counsel for the Texas & Pacific, asked for the removal of the cause from the state to the United States Court, but the petition was denied.

This was the situation when the negotiations with the Santa Fé officials reached a hopeful stage. It was said, and generally

believed, that if the city had at its disposal the lands, or even one-half of the lands, given to Scott in 1872 the railroad could be secured. With this idea in mind, President McCarthy of the city trustees sent the following telegram:

SAN DIEGO, CALIFORNIA, DEC. 18, 1879.

Thomas A. Scott,
President of Texas & Pacific Railway Company,
Philadelphia, Pennsylvania.



D. O. MCCARTHY

President of the Board of Trustees at the time settlement was made with Thomas A. Scott in regard to the City's contribution to the Texas & Pacific subsidy

With a view to amicable future relations, to avoid expensive litigation and in the interests of immediate development and enhancement of all values here, thereby saving many of our best citizens from absolute ruin, are you willing to deed unconditionally, to the Atchison, Topeka and Santa Fé Railway Company, pueblo lots 1158, west half of 1163, and fractional lots 1164, you keeping 1159, 1162, and east half of 1163; all of the balance of the land in litigation to be equally divided and the pending suit to be discontinued and amicably settled? Answer unreservedly, with understanding that in the

event of failure of negotiations the despatches be not used to affect the rights of either party.

D. O. McCARTHY,
President Board Trustees.

Very promptly, Scott replied as follows:

PHILADELPHIA, DEC. 19, 1879.

D. O. McCarthy,
President Trustees, San Diego, California:
Your despatch of the 18th received. Our desire has always been to do the best possible for the interests of



M. A. LUCE

Attorney and Vice-President Southern California Railroad, at the time the Santa Fe Railroad was built. Judge of County Court 1875-80, when Superior Court was established; postmaster, 1898-02; classmate of President McKinley at Albany law school. President Board of Trustees of Unitarian Society since 1898; First Commanderof Heintzelman Post, G. A. R.

San Diego. We will do what you desire, provided all pending suits are settled in such a way that no future annoyance or litigation can arise out of the lands that were decided to our company, either by entering judgment on present suit so as to cover the basis of the present settlement or in such other form as our legal officers may approve, so that no possible cloud may rest upon the lands retained by our company. Answer if this is satisfactory.

THOMAS A. SCOTT.

Mr. McCarthy answered:

SAN DIEGO, DEC. 20, 1879

Thomas A. Scott,

Philadelphia:

Satisfactory. Will arrange details with your counsel. Please instruct them.

D. O. MCCARTHY,

President Board City Trustees.

It would appear that there should have been no delay whatever in closing the transaction, yet two anxious months intervened before it was consummated. There was considerable sentiment in the community against the acceptance of a compromise which gave the Texas & Pacific the right to retain any of the land which had been given in consideration of its unfulfilled promises to the people of San Diego, and many citizens urged the trustees to push the litigation to the bitter end, notwithstanding the exchange of telegrams which, as we study them now, seem to have had the binding force of a contract. Some affected to believe that Scott was not acting in good faith, and it is said that the legal advisers of the city trustees strongly urged them to continue the litigation. On the other hand, a large element of the public realized the urgency of a settlement in view of the pending negotiations with the Santa Fé and became daily more impatient in their demand for action. The committee of the Boston syndicate, Messrs. Wilbur and Pratt, were in San Diego at the time and threw their influence into the situation. When public interest in the matter had risen to a state of actual excitement, E. W. Morse and other citizens appealed to the trustees to end the delay. This appeal was successful, and commissioners were named to apportion the lands in controversy.

Finally, on February 16, 1880, the suit was set for trial. On the 24th of the same month, the appointed day, the court-room was packed with citizens, and there was much suppressed excitement. Wilbur and Pratt were present. Judgment agreed upon by the parties was entered, awarding to the defendant one-half of all the lands in controversy, and awarding the other half to Charles S. Hamilton as trustee for the public, with the understanding that he would hold and convey these lands for railroad uses, as he afterwards did.

The progress of the new railroad was now rapid. The California Southern Railroad was chartered October 12, 1880, for the construction of a railroad from National City to San Bernardino. The officers were: President, Benjamin Kimball, of Boston; vice-president, M. A. Luce, of San Diego; directors, George B. Wilbur, Lucius G. Pratt, John A. Fairchild, Frank

A. Kimball; attorney, M. A. Luce. In November the delivery of the *escrow* notes began, and construction work proceeded rapidly. By March, 1881, the grading was completed between San Diego and National City, and there was a gap of sixty miles between the two grading camps north of San Diego.

The first rail was laid at National City in June, 1881, and on July 27th the first train, a "special," left that place. On November 2, 1882, a circular of the railroad company announced the completion and opening of the road to Colton, and stated that the directors had decided to extend it to San Bernardino. It was opened to the latter point on September 13, 1883.

Thus far, all appeared to be going well, but there was more trouble in store for San Diego and its railroad hopes. In February, 1884, a series of violent storms descended and literally destroyed the section of the railroad through Temécula Canyon, carrying out thirty miles of track. Between Oceanside and Temécula there was scarcely a hundred yards of track left, and the timbers were seen one hundred miles at sea. The road had been built too low by eastern engineers who did not understand the action of torrential streams in a bare and rocky soil.

For nine long months San Diego was without rail communication with the rest of the world after its brief taste of that luxury. Many feared that the road would never be rebuilt, and left the city in consequence. The company was without funds, and the amount needed to repair the damage was about \$250,000. At length, funds were raised by means of a second mortgage and the location through Temécula Canyon was improved, but only to be abandoned. A new line was built up the coast to San Juan Capistrano and Santa Ana and the direct route by way of Temécula Canyon permanently abandoned. From that time forward the Santa Fé Railroad ceased to serve the purpose which the people of San Diego had in mind when they contributed their subsidy—the purpose of developing a seaport as the direct outlet of a true transcontinental railway—but this was not fully appreciated at the time.

Aside from the disastrous flood, there was another serious condition which arose to mar the prospects of a through line. This was the fact that the Southern Pacific had acquired some degree of control in the Atlantic & Pacific and proceeded to construct a road from Mojave to Needles. For a time, this looked like a death blow to the California Southern, thus apparently deprived of all hope of an Eastern connection and compelled to build an expensive connecting link, 300 miles long, over a mountainous and desert country from San Bernardino, even to connect with a semi-hostile road at Barstow. This difficulty was finally dissolved when the Santa Fé regained control of the Atlantic &

Pacific and compelled the Southern Pacific to relinquish the road from Needles to Barstow by threatening to parallel the track if they tried to keep them out any longer.

Confidence now revived, the work was completed, and the first through train left San Diego November 15, 1885. It consisted of one passenger coach, with an engine, mail and express car. The engineer was A. D. Xander; the fireman, E. W. Boyd; conductor, Clarence Henderson; baggage agent, Mr. Schuman; express messenger, E. A. Harvey, and mail clerk, A. A. Robinson. About a hundred people were at the depot to see the train off. The first through train arrived November 21, 1885, in a pouring rain. It brought about sixty passengers, all but fifteen of whom were for San Diego. This train was received at San Bernardino with fireworks and at Colton by a large number of citizens and a brass band. It consisted of two coaches, with mail and baggage cars.

The people of San Diego now felt that, at last, their cup of joy was full, and proceeded to celebrate. Douglas Gunn, on behalf of the Chamber of Commerce, issued the following invitations:

SAN DIEGO, CAL., OCTOBER, 1885.

Dear Sir:

You are respectfully requested to be present at the celebration of the opening of the through railway line of the Atchison, Topeka & Santa Fé system to the Pacific Ocean, at the port of San Diego, to be held in this city on Wednesday, November 18, 1885.

The completion of this line, establishing a fourth great highway between oceans in the United States, is an event whose importance, not alone to this city, but to the State and coast, cannot be overestimated.

The people of San Diego, with persistent energy and steadfast faith, have for a long period of years looked forward to the day that is now so close at hand. They will cordially greet you at their jubilee.

I am very respectfully,

DOUGLAS GUNN,

Chairman Committee on Invitations.

This celebration is remembered as a very joyous occasion, and doubtless the hearts of the old campaigners who had been through the Texas & Pacific and Memphis & El Paso, if not through the San Diego & Gila, campaigns, melted within them as they recalled the hard-fought contests of the past and realized that, at last, victory had consented to perch upon their standards.

But alas! Fate had not yet done her worst. In the language of an amusing, if not classical, poet:

O fate, thou art a lobster, but not dead!
Silently dost thou grab, e'en as the cop
Nabs the poor hobo, sneaking from a shop
With some rich geezer's tile upon his head.
By thy fake propositions are we led
To get quite chesty, when it's biff! kerflop!
We take a tumble and the cog wheels stop,
Leaving the patient seeing stars in bed.

The utter bad faith of the Santa Fé as a corporation—not necessarily the bad faith of individuals, for individuals die, resign, or fall from power—was gradually demonstrated to the satisfaction of those of even the dullest understanding. First, the dream of steamships and Oriental commerce faded away. No steamships were provided and, in later years, when commerce came across the ocean to the city's gates, the Santa Fé Railroad drove it away by prohibitive rates. Next, the "grand terminal" for which much material had actually been assembled, melted away into thin air and it became apparent that no such terminal was intended to be established on the Bay of San Diego. At last, the shops and offices were removed to San Bernardino and Los Angeles. This last stroke was not inflicted brazenly, but with a show of good intentions which softened the blow, yet made no difference in the result. In the spring of 1889 the Chamber of Commerce was asked to meet officials of the Santa Fé to discuss an important matter. Judge M. A. Luce is authority for the following account of the affair:

The meeting was addressed by the manager of the California Southern Railroad and Judge Brunson, the general counsel of the railroad. They wished to have the general offices of the company removed to Los Angeles, especially the general freight offices, which still remained in San Diego. They wished this done with the full approbation of the City of San Diego; and as an inducement to do this, they both alleged and promised that the railroad would immediately take steps to reduce the Sorrento and Del Mar Grade, either by tunnel or new line, so that freights could be carried from San Diego to Los Angeles, at cheaper rates. They also promised to extend their wharf facilities in the city, which to some extent, they have carried out. And it was stated that their object in changing the general freight office to Los Angeles was to encourage the commerce between the two cities, so that the San Diego harbor should be used for the freighting business of Los Angeles.

Of course, the people of San Diego consented; and, equally of course, the promises which induced them to do so were disregarded by the great corporation. There have been some feeble efforts to compel the railroad to do justice, and to fulfill the agreement by means of which the communities about the Bay were induced to present a rich subsidy to the frenzied

financiers of Boston. These efforts came to nothing. The railroad has its way, promoting growth where it favors growth, compelling stagnation where its interest will be served by that condition, and making the interests of communities and the happiness of men conform to the rules of the game its masters are playing in distant financial marts.

Notwithstanding these untoward conditions, San Diego has grown and continues to grow, and the coming of the Santa Fé exerted a large influence on its fortunes. If the power of the railroad had been exerted on the side of the city, as the people had a right to suppose it would be when they subsidized it for twice its entire cost, this history would have been different in many respects.

The articles of agreement between Frank A. Kimball and the Boston syndicate seem well worthy of preservation, in view of the fact that the subsidy was paid and the railroad built—the only instance of the kind resulting from the many similar efforts in the history of the city, from 1845 to 1907. The following is the full text of the instrument:

ARTICLES OF AGREEMENT made this twenty-third day of July A. D., 1880, by and between Frank A. Kimball, representing himself, the firm of Kimball Brothers, the Chamber of Commerce, the Board of City Trustees, and prominent citizens of the City of San Diego in the State of California, party of the first part and Kidder, Peabody & Co., B. P. Cheney, George B. Wilbur, Lucius G. Pratt, and Thomas Nickerson all of Boston, Massachusetts, party of the second part, witnesseth:

That whereas the party of the first part desires to obtain railroad connection from the Bay of San Diego to the eastern part of the United States, and in and of the same, is able and willing to donate the lands, privileges and franchises herein-after mentioned. And whereas the party of the second part is willing to furnish such connection and receive such donation.

Now therefore, in consideration of the premises and their respective undertakings hereinafter set forth, and of one dollar to each paid by the other, receipt acknowledged, said parties mutually agree as follows:

Article 1.—The party of the first part will convey or cause to be conveyed by good and sufficient deeds in fee simple, free from all incumbrances except taxes due on the first Monday in January, 1881, to Henry B. Williams of San Francisco, John A. Fairchild, and Warren C. Kimball, both of said San Diego and all of the State of California, trustees, the several parcels of land and the several privileges and franchises herein-after set forth, namely:

(a) In behalf of Kimball Brothers; ten thousand acres of land in Rancho de la Nacion made up and selected as follows:—Fractional quarter sections one hundred and seventy-five (175) and one hundred and seventy-six (176), according to

survey and patent of the United States now on file and of record in the county of San Diego, said fractional quarter sections giving one mile front upon the water of San Diego Bay, and all the land running back from said water front to such a distance as to embrace in all (exclusive of land heretofore sold which does not exceed twenty acres) two hundred acres, being the land heretofore bonded to a representative of the Texas Pacific Railroad Company together with such additional quantity of land south of National City, adjacent thereto, in



WARREN C. KIMBALL

Associated with his brother, Frank A. Kimball in his successful efforts toward bringing the Santa Fe road here, and in the founding and building of National City

such convenient shape as shall be required for workhouses, machine shops, warehouses, wharves and other appurtenances of the line of railroad hereinafter mentioned; and also together with all the riparian rights appertaining to the lands agreed to be conveyed and to any and every part thereof.

One half equitably selected of all the unsold portions of National City, being from one hundred fifty (150) to one hundred seventy-five (175) blocks of two and one-half acres each measuring through the centers of the streets as laid down on the plan of said National City.

Also south of National City, quarter sections 174, 179 and 160, and so much of quarter sections 173, 180 and 161 as may be necessary in the judgment of the engineers of the party of the second part, to control the channel of Sweetwater River, and then selecting alternate half miles of water front, measuring on the base line, said Kimball Brothers making the first selection, until two miles of water front (as near as may be) have been taken south of National City (making about three miles of water front in all) and then starting from said water front and running back, selecting tracts alternate (as near as may be) exclusive of those parcels already conveyed to sundry persons, until the full complement of ten thousand acres, as aforesaid, has been completed. Together with all tide lands and riparian rights belonging to or in anywise appertaining thereunto and to any and every part thereof.

The selections above referred to shall be made by mutual agreement between said Frank A. Kimball, and the party of the second part, or in case of dispute, by three persons chosen one by each of the parties hereto, and one by the two thus chosen, and the decision of a majority of them shall be final.

(b) On behalf of A. Overbaugh, O. S. Witherby and L. C. Gunn, about forty-five hundred (4500) acres of land in San Diego, being the same tract conveyed to said Overbaugh, Witherby and Gunn, by Charles S. Hamilton by deed recorded with San Diego deeds, to which reference is had for more particular description.

(c) About three hundred scattered blocks and lots in the city of San Diego and about five thousand acres of land in and around the same, all of which now stand in the name of George B. Wilbur, as shown by sundry deeds in escrow in the hands of Bryant Howard and E. W. Morse of San Diego.

(d) The party of the first part also agrees to contribute the sum of ten thousand dollars to be used for the purchase of right-of-way and lands for depots, shops, water and other stations on the line which the party of the second part may adopt for the proposed railroad and for the general purposes of said railroad.

Article 2.—The party of the second part will form a company and will build a railroad of standard gauge, four feet eight and one-half inches, from said Bay of San Diego to a connection with the Atlantic and Pacific Railroad in California.

And the party of the second part or the company to be formed as aforesaid shall begin work at the earliest practicable moment, and shall before January 1, 1881, construct twenty miles of said railway, starting from San Diego Bay, or shall perform an amount of work upon said proposed line and enter into contracts for said line in good faith, equivalent to the building of said twenty miles before said date; said work to be done and contracts made to be not less than two hundred and fifty thousand dollars in amount; and shall before January 1, 1882, construct not less than one hundred and sixteen (116) miles of said railway starting from said Bay of San Diego, and shall complete said connection with the Atlantic and Pacific Railroad as soon as practicable and at a date not later than the first day of January A. D. 1884. Pro-

vided, however, that before forming said company or beginning said work, the following things shall be done and the party of the second part notified thereof, namely:

First. The lands and appurtenances from said Kimball Brothers and from said Overbaugh, Witherby and Gunn shall be conveyed as aforesaid to said trustees.

Second. The grantors in the several deeds to George B. Wilbur now in escrow with said Howard and Morse shall in writing direct the said Howard and Morse and the said Howard and Morse shall in writing agree to deliver said deeds to said Wilbur on or before January 1, 1881, upon the completion of said twenty miles or its equivalent in the manner and terms aforesaid; said Wilbur hereby agreeing to quitclaim said lands to said party of the second part.

Third. The sum of not less than ten thousand dollars in cash or its equivalent, shall be deposited with said trustees to be paid to the order of the party of the second part from time to time for the purchase of right-of-way and lands as aforesaid and for the general purposes of said railway; and the party of the second part shall be notified as aforesaid on or before September 1, 1880.

Article 3.—Said trustees shall upon the demand of the party of the second part, after the completion of said twenty miles or its equivalent, as aforesaid convey to the party of the second part or said company one-half of all the lands hereinbefore described and conveyed to them as aforesaid; and upon the completion of said one hundred and sixteen miles, said trustees shall upon the demand of the party of the second part convey to said party or to said company all the remainder of said lands and appurtenances, free and discharged of all trusts.

Article 4.—If the party of the second part or said company does not construct at least twenty miles or perform an equivalent amount of work, coupled with the purchase of materials as aforesaid before January 1, 1881, or does not construct one hundred and sixteen miles before January 1, 1882, unless prevented by unforeseen causes or causes which could not have been prevented by the use of ordinary forethought, or unless prevented by perils and delays of navigation, then upon due proof thereof, and upon demand by the party of the first part, or the majority of the persons in interest represented by said party, said trustees shall thereafter hold all said lands and things not theretofore conveyed by them under the terms of this agreement, in trust for the equitable benefit of the original grantors, their heirs and assigns, and shall distribute and dispose of the same as any Court of competent jurisdiction, upon the petition of any person interested and upon full hearing shall direct. Provided, however, that any default may be waived by the party of the first part or by a majority of the persons represented by said party; and the same shall be deemed to be waived if the party of the first part or the majority of the persons represented by the party of the first part do not make demand as aforesaid within sixty days after the happening of any default as aforesaid; but the waiver of any default shall not be considered the waiver of any default sub-

sequently made. And provided that such default and distribution shall not release the party of the second part from the obligations of this contract or from any lawful claim for damages for the non-fulfillment thereof.

Article 5. The trustees shall not be liable for the default or misconduct of each other, nor for the default or misconduct of any agent or attorney selected by them in good faith in the discharge of their trust.

And the Purchaser at any sale made by them of any of the lands aforesaid shall not be liable for the application of the purchase money and shall not be under any necessity of inquiring into the expediency or legality of any such sale.

Upon the death, resignation, or incapacity, or refusal to act of any of said trustees, the remaining trustee or trustees may fill such vacancy or vacancies, or without filling the same shall act with the same power as the original trustees could have done if their number had remained undiminished.

Upon the filling of any vacancy the title to all the lands and things remaining unconveyed shall vest in the trustees thus constituted without the necessity of any formal conveyance, but each trustee shall bind himself, his heirs, executors and administrators to execute such deed for the continuance of the trust as Counsel learned in the law may reasonably advise or require; and the original conveyances to said trustees shall be made accordingly.

In witness whereof the parties aforesaid have hereunto set their hands and seals the day and year first above written.

FRANK A. KIMBALL. (Seal)

KIDDER, PEABODY & CO. (Seal)

B. P. CHENEY. (Seal)

GEO. B. WILBUR. (Seal)

LUCIUS G. PRATT. (Seal)

THOS. NICKERSON. (Seal)

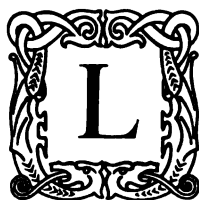
Recorded at the request of Frank A. Kimball, October 27, 1880, at 35 min. past 10 o'clock A. M.

GILBERT RENNIE,

County Recorder.

CHAPTER II

PHENOMENA OF THE GREAT BOOM



LIKE all western cities of consequence, San Diego has experienced a series of booms and boomlets, interspersed by periods of depression and temporary decline; but when "The Great Boom" is spoken of it is the phenomenal and sensational boom of 1886-88, which is referred to. This was epochal and serves to divide the past from the present, just as the Civil War does with the people of the South. As Southerners refer to events which happened "before the war," or "after the war," so San Diegans speak of things "before the boom," and "after the boom."

As we have seen in previous chapters, many things conspired to increase the growth of San Diego during the eighties. The completion of the Santa Fé Railroad system was doubtless the largest factor, but this was contemporaneous with the development of water systems and other public utilities, and with the inauguration of the most aggressive enterprise in connection with Coronado. There were many lesser factors working to the same end, and it would have been strange indeed if San Diego real estate had not responded to these influences. Furthermore, there were national and even world-wide conditions which fostered the movement. This decade witnessed an enormous expansion on the part of western railways and was marked by daring speculation in many different parts of the globe.

But when all these material influences have been mentioned there remains another which was far more powerful and which supplies the only explanation of the extraordinary lengths to which the boom was carried. This latter influence was psychological rather than material, but it was none the less effective on that account. The people were hypnotized, intoxicated, plunged into emotional insanity by the fact that they had unanimously and simultaneously discovered the ineffable charm of the San Diego climate. Climate was not all—there was the bay, the ocean, the rugged shores, the mountains—but the irresistible attractions were the climate and the joy of life which it implied.

If someone should suddenly discover the kingdom of heaven, of which the race has dreamed these thousands of years, and

should then proceed to offer corner lots at the intersection of golden streets, there would naturally be a rush for eligible locations, and this sudden and enormous demand would create a tremendous boom. It happens that San Diego is the nearest thing on earth to the kingdom of heaven, so far as climate is concerned. This fact was suddenly discovered and men acted accordingly. The economy of heaven is a factor which has never been much dwelt upon, and economic considerations were sadly neglected by those who went wild over real estate in the height of the boom. It was forgotten, for the moment, that men cannot eat climate, nor weave it into cloth to cover their nakedness, nor erect it as a shelter against the storm and the night. Such a reminder would have seemed puerile at the time. The only vital question was: Can we find land enough between Los Angeles and Mexico to accommodate the people who are coming, and can we get it platted into additions fast enough to meet the demand? If this question could be answered affirmatively, it was enough. Obviously, the people would continue to come, prices would continue to soar, and everybody would get rich at the expense of his neighbor, living happy forever after.

Now, there was reason in this logic, if it had only been tempered with common sense. It is absolutely true that the climate of San Diego is a commodity of commercial value. Almost everybody would prefer to live here if they could afford the luxury. The mistake was in failing to create conditions which would make it possible for them to do so. This involved the prosaic matter of making a livelihood by some other means than exchanging real estate every few days at a profit. That process did not create wealth, but only exhausted it. What San Diego wanted in boom days, and wants now, is a means of producing new wealth to sustain that large element of its population which is not yet able to retire upon a competency, together with new population of the same kind that would like to come.

Probably no one could draw a true picture of the boom unless he lived through those joyous days and had a part in what went on. Fortunately, San Diego possessed a citizen peculiarly equipped for the work of observing and recording the phenomena of the times—a man who could see both the strength and the weakness of the situation, who united shrewdness with a sense of humor, and was also gifted as a writer. This citizen was Theodore S. Van Dyke, author, hunter, engineer, farmer, lawyer, and various other things. Above all he was—Theodore S. Van Dyke. Speaking of the class of people who came, saw, and bought, thereby making the boom, he says:

It was plain that they were in fact buying comfort, immunity from snow and slush, from piercing winds and sleet-

clad streets, from sultry days and sleepless nights, from thunder-storms, cyclones, malaria, mosquitoes and bed-bugs. All of which, in plain language, means that they were buying climate, a business that has been going on now for fifteen years and reached a stage of progress which the world has never seen before and of which no wisdom can foresee the end. The proportion of invalids among these settlers was very great, at first; but the numbers of those in no sense invalids but merely sick of bad weather, determined to endure no more of it, and able to pay for good weather, increased so fast that



THEODORE S. VAN DYKE

A noted author who did much to make the advantages of San Diego known to the world. His book, "Millionaires of a Day," dealt with the great boom. He was one of the originators of the San Diego flume enterprise

by 1880 not one in twenty of the new settlers could be called an invalid. They were simply rich refugees.

In 1880 the rich refugee had become such a feature in the land and increasing so fast in numbers that Los Angeles and San Bernardino counties began to feel a decided "boom." From 1880 to 1885 Los Angeles City grew from about twelve thousand to thirty thousand, and both counties more than doubled their population. But all this time San Diego was about as completely fenced out by a system of misrepresentation as it was by its isolation before the building of the rail-

road. Much of this misrepresentation was simply well-meaning ignorance; but the most of it was pure straight lying so universal from the editor to the brakeman on the cars and the bootblack on the street that it seemed to be a regularly organized plan. So thorough was its effect that at the opening of 1885 San Diego had scarcely felt any of the great prosperity under full headway only a few hundred miles north.

But when the extension of the railroad to Barstow was begun and recognized as a movement of the Santa Fé railway system to make its terminus on San Diego Bay, the rich refugee determined to come down and see whether a great railroad was foolish enough to cross hundreds of miles of desert for the sake of making a terminus in another desert. He came and found that though the country along the coast in its unirrigated state was not as inviting as the irrigated lands of Los Angeles and San Bernardino, there was yet plenty of water in the interior that could be brought upon it. He found there was plenty of "back country" as rich as any around Los Angeles, only it was more out of sight behind hills and table-lands, and less concentrated than in the two counties above. He found a large and beautiful bay surrounded by thousands and thousands of acres of fine rich slopes and table-lands abounding in the most picturesque building sites on earth. He found a climate made, by its more southern latitude and inward sweep of the coast, far superior to that of a hundred miles north, and far better adapted to the lemon, orange, and other fine fruits. He found the only harbor on the Pacific Coast south of San Francisco; a harbor to which the proud Los Angeles herself would soon look for most of her supplies by sea; one which shortens by several hundred miles the distance from the lands of the setting sun to New York; a harbor which the largest merchant vessels can enter in the heaviest storm and lie at rest without dragging an anchor or chafing paint on a wharf.

The growth of San Diego now began in earnest, and by the end of 1885 its future was plainly assured. A very few who predicted a population of fifty thousand in five years were looked upon as wild, even by those who believed most firmly in its future. Even those who best knew the amount of land behind it and the great water resources of its high mountains in the interior believed that twenty-five thousand in five years would be doing well enough. Its growth since that time has exceeded fondest hopes. It is in truth a surprise to all and no one can truthfully pride himself upon superior sagacity, however well founded his expectations for the future may be. At the close of 1885 it had probably about five thousand people. At the close of 1887, the time of writing this sketch, it has fully thirty thousand with a more rapid rate of increase than ever. New stores, hotels, and dwellings are arising on every hand from the center to the farthest outskirts in more bewildering numbers than before, and people are pouring in at double the rate they did but six months ago. It is now impossible to keep track of its progress. No one seems any longer to know or care who is putting up the big buildings,



W. MIFFLIN SMITH

A pioneer of San Diego, and one of the oldest members of the Order of Elks in the United States; also one of the original members of the "Jolly Corks."



FRANK S. BANKS

Past Exalted Ruler of San Diego Lodge B. P. O. E. 168, and prime mover in securing the erection of the beautiful Elks Building.



REV. DR. G. H. HARTUPEE

For fifty-one years a minister and educator of the M. E. Church in connection with the North Ohio and Southern California conferences and for eleven years a resident of San Diego.



GEORGE N. HITCHCOCK

Native of Boston. Prominent in educational and humane work in San Diego for forty years.



J. W. WILLIAMS
Junior member of the firm of Nason and
Company.



CHARLES H. BARTHOLEMEW
Postmaster of San Diego.



BISHOP J. EDMONDS
Cashier Peoples State Bank.



E. O. HODGE
Cashier Southern Trust & Savings Bank.

and it is becoming difficult to find a familiar face in the crowd or at the hotels.

This was written at the height of the boom. A more conservative note was sounded by Mr. Harrison Gray Otis, who was here in May, 1886, for the purpose of "writing up" Coronado Beach, and incidentally expressed some opinions upon San Diego and its new boom:

She has got it and is holding on to it with the tenacity of death and the tax collector. Values are "away up" and movements in real estate active. I hear of a score of men who



HOTEL DEL CORONADO DURING CONSTRUCTION

The building of this great hostelry and the accompanying development of Coronado was one of the important events of boom days

have made their "pile" within a twelvemonth, and I know that a score more are pursuing the eagle on Uncle Sam's twenties with a fierceness of energy that causes the bird o' freedom to scream a wild and despairing scream, that may be heard far across the border of the cactus Republic. This is peculiarly a San Diego pursuit; you never see anything of the sort in Los Angeles, where the populace take care of the noble bird and encourage him to increase and multiply greatly. The Angelenos understand the national chicken business, you see.

The boom in lots and blocks is by no means confined to the business center, but has spread far up the sage-shrouded hills where the view is magnificent, but water scarce. While

there are not lacking evidences of solidity in the movement of real estate in the more central portions of the town, I cannot avoid the conviction that the excessive inflation of outside lands is unhealthy, unsound, and destined to bring disappointment to the inflaters, if I may coin a word. When unimproved blocks on the highlands, far from the center, and even from the outer edges of business, that a short time ago could be bought for \$600, have been boosted in price to as many thousands there is afforded an excellent opportunity for the cautious investor to stand from under, lest the mushroom-like structure fall down and "squash" itself right before his face.

But San Diego is going ahead, and is bound to be an important place one of these good days. She is partaking of the general and splendid prosperity of the whole southern coast, and will continue to prosper according to her deserts. (No reference to sand.) Only it is regretful to see men who have already had more than their share of disappointment and weary waiting for the "good time coming"—to see these men, some of whom still live here, planting financial seed that cannot sprout and spring until another long decade. What I mean specifically, is that unproductive outside lands at fancy prices are not a safe investment in San Diego. So, at least, it seems to a man up a sagebrush.

Mr. Van Dyke wrote a *Story of the Boom*, in January, 1889, in which he said:

The great boom has had probably no sequel on earth. Cities had indeed grown faster and prices had advanced more rapidly than here. Greater crowds of people may have rushed here and there, and far wilder excitement over lots and lands has been seen a thousand times. But the California boom lasted nearly three years, although the wild part of it lasted only about two years. It covered an area of many thousand miles and raged in both town and country. And above all it was started and kept up by a class of immigrants such as has never before been seen in any part of the world, immigrants in palace cars with heavy drafts or certified checks in their pockets, a fat balance in bank behind them, and plenty of property left to convert into cash. Nearly \$100,000,000 were by this class invested in Southern California, and the permanent increase of population has been nearly 200,000 in the last four years.

Some of the facts: First: There is scarcely an instance of anyone building for his own use a house costing \$5000 or more in which the owner is not living today, or if he has sold it is living in another one. In other words, the people of means who settled here are almost to a man here today.

Second: That whenever a man, whether rich or poor, has bought a piece of land and settled down to make it produce something, he is there today contented and doing well. In some places too many good houses have been built for sale only—a foolish thing generally, because the man who wants to pay over \$2000 for a house usually wants to follow his own

tastes about it—its style and location. The good houses that stand empty after being once occupied by the owner, you may almost count on your fingers, while a piece of land abandoned after occupancy it is next to impossible to find.

Third: That the country outside the cities and towns is settling today faster than three years ago, and that even the towns are growing, the floating population being steadily replaced by a permanent one. The new register, the school enrollment and average attendance list, the postoffice receipts, and all other means of comparison show a larger population today in every city of Southern California than there was a year ago, when every building was overflowing with strangers.

The true "boom" period extends from the summer of 1886 to about February, 1888—about eighteen months in all—and this was precipitated by the repetition of what in 1885 had surprised everyone—the increase of travel in summer, instead of its diminution, as has always been the case. In the summer of 1886 people came faster than ever, and it became very natural to ask where is all this going to end? Nearly every one of them bought something, nearly one-half of them became immediate settlers, and the majority of the remainder declared their intention of returning in the winter to build and remain. Such a state of affairs would have turned the heads of almost any people, but still the Californians kept quite cool. It required the professional boomer to touch off the magazine.

In the summer of 1886 the professional boomer came. The business of this class is to follow up all lines of rapid settlement, chop up good farming land into town lots 25 or 30 years ahead of the time they are needed, and sell off in the excitement enough to pay for the land and have a handsome profit left over. The boomer came from Kansas City, Wichita, Chicago, Minnesota, New York, Seattle and everywhere, and with the aid of a brass band and free lunch (which had a marvelous influence on the human pocket) he began his work. Most of them were in Los Angeles county, but a few found their way to San Diego, enough to leaven the whole lump. By the Californians generally the boomer was pronounced a fool, and his 25-foot lots, brass band, free lunch, clown exhibitions, etc., laughed at. But it soon became the boomer's turn to laugh.

A boom is a boom the world over, he said. In such times a lot is a lot. You can sell a 25-foot lot for \$100 a great deal more easily than you can sell a 50-foot lot for \$150. When the world gets a crazy fit, work it while it lasts for all there is in it.

His reasoning quickly proved itself correct. He captured the tourist and the tenderfoot by the thousand, took in scores of old conservative capitalists from the East, who could talk as sensibly as anyone about "intrinsic value" and "business basis," etc., but who lost their heads as surely as they listened to the dulcet strains of the brass band and the silver tongue of the auctioneer. Rich old bankers, successful stock and grain operators, and smart folks of all kinds, who thought that they were the shrewdest of the shrewd, fell easy victims to the arts of the boomer. Few things were more amusing



PIERCE-MORSE BLOCK

This was the most notable structure of boom days, and at the time of its erection it was generally thought that it had fixed the business center of the city at Sixth and F Streets. Its architecture is typical of its period and differs much from present standards

than to see the price of a lot doubled and quadrupled upon these wise old chaps by a few cappers acting in well-trained concert with the auctioneer. The most of the old boys thus taken in were exactly of the same class as those that have been lying around San Diego anxious to buy something, but afraid to examine it. Then they were fighting for a chance to pay \$2.00 apiece for brass dollars. Now when offered a sack of gold dollars for 50 cents apiece, they dare not open the sack to look at them.

The natives could not look on such scenes as these without being infected, and it was not long before they became entangled in the whirl. They not only laid out additions and townsites, but bought lots of others; not with any expectation of using them, but with the same idea that all the others had—to turn them over to someone else in sixty days at an advance of at least double or triple the amount of the first payment.

A necessary result of the folly was to raise the price of good business property beyond what business could afford to pay. Farming property, in too many instances, was raised too high in price, though nothing in comparison with city property.

It would be idle to recount the many fools that met the incredible prices offered and refused, the monstrous prices paid by the lot for land that was worth only \$50 or \$100 per acre, and could not in any event be worth more than \$100 a lot in ten years. The enormous supply was forgotten, and folks acted as if there were but a few hundred lots left upon this favored corner of creation, toward which all were so eagerly rushing. The fact was, that if every train for the next ten years were loaded down with actual settlers, not more than half the lots laid out could be settled.

So it went on for 18 months with prices constantly rising; people coming faster than ever, and acting more crazy than ever. It soon became quite unnecessary to show property. It was greedily bought from the map in town by people with no idea of even the points of the compass. . . . Most of the speculators had no need to resort to the banks. Coin was abundant everywhere. A man offering to loan money on mortgage would have been laughed at as a fool. As a matter of course, too many people bought diamonds and squandered the money in various forms of extravagance, instead of paying up and keeping even as they went along. But thousands more kept out of debt, and though disposed to take a hand in the game, played it cautiously.

The hammer and saw rang all day long on every hand and improvements of every kind went on rapidly under the influence of abundance of money. The worst feature of this, however, was that in Los Angeles, and especially in San Diego county, little of it went into true development of resources. In San Bernardino county, most of it went into new water-works and other things to develop productive power. But in other counties, especially our county, conveniences for tourists and people yet to come absorbed the most of it. . . . A very few aided such things, but fully ninety per cent. of

San Diego thought that bay and climate alone would build a great city, and many declared upon the street that they "didn't care if you could not raise a bean within forty miles of San Diego." The beautiful and fertile country back of it was of no moment whatever, and a railroad into it, such as is now building, wasn't worth talking of for an instant. The great flume went ahead, notwithstanding, and the country settled up without their knowing it. The necessity for a railroad to Warner's Ranch, at least, became so apparent that Governor Waterman and a few others got it started. Once started, its extension to the East would follow as a matter of



HORTON BUILDING, FACING PLAZA AT THIRD AND D

Erected in 1872 and designed to house the offices of the Texas & Pacific Railroad, which never occupied it. It served for many years as City Hall and was purchased in October, 1901, by John D. Spreckels, who used it as the office of the Union, and later, of the Tribune. Demolished in 1906 to make room for the Union Building

course. The great majority of San Diego people had never been two miles east of town and didn't know that they had any back country and didn't care, thinking bay and climate all sufficient.

Of the literature of the boom, it would be embarrassing to even attempt to describe it in all its richness and variety. The best writers in the land were brought to San Diego and gave their talents to the service of the real estate dealers. One of the ablest of these writers was Thomas L. Fitch, known as "the silver-tongued orator." Mr. Fitch easily outdid and outdistanced his fellow scribes in the glowing fervor of his panegyrics upon bay and climate. To this day, the old San Diegans break into sunny smiles when you speak of Fitch and his boom liter-

ature. Let us take a single sample, and allow the reader to judge for himself. This was an advertisement written for the firm of Howard & Lyons, and was No. 12 (there were many more):

Special No. 12.

We knew it would rain, for all day long
A spirit with slender ropes of mist,
Was dipping the silvery buckets down
Into the vapory amethyst.

We also knew it, because the wound which our uncle received in his back at the first battle of Bull Run (he was in Canada when the second battle of Bull Run was fought), throbbed all day Saturday. Now, if Saturday night's and Sunday night's rain shall be followed by one or more showers of equal volume, we will see our bleak mesas covered with



STORE AT FIFTH AND F STREETS

Occupied by George W. Marston for many years prior to October, 1906, when he moved to the present building at Fifth and C Streets

the vernal and succulent alfalfa and all the streams will be running bank-full. Then there will be—

Sweet fields arrayed in living green
And rivers of delight.

Then the slopes of the arroyos will be flecked with the purple violets and pink anemones and white star flowers, and over all the wind-blown heights the scarlet poppies and the big yellow buttercups will wave in the breeze like the plumes and banners of an elfin army. And when you behold the earth covered with fragrant children, born of her marriage to the clouds, and when you know that this charming effect of a few showers can be increased and perpetuated the year round with a little water from the mains and a little labor with hoe and

take, you will be thankful to us for having called your attention in time to the Middletown Heights' lots.

A NON-RESIDENT who invested during the Tom Scott boom, and who has failed to sell since, for the same reason that induced the teamster not to jump off the wagon tongue, astride which he fell when the runaway horses started—because it was all he could do to hold on—a non-resident has sent us the title deeds for several blocks of the Middletown Heights' lots, with directions to close them out. Our motto is: Obey orders if you break owners, and the lots are therefore for sale at one-fourth their present and one-twentieth their future value.

Call at our office, and our assistant will take you in the buggy and show you these lots. Two blocks of them are situated not more than three hundreds yards from the track of the California Southern Railroad Company, and a hundred yards further from the shore of the bay, and within a mile of the passenger depot. These blocks front India avenue and are in the slope at the base of the hill, just high enough to give you a good view of the bay and the sea. The Electric Motor Road will go up India avenue, and will pass in front of these lots. They will be worth \$1000 each within a year. You can buy them this week for \$125 each. It is a great chance—don't lose it.

Marcellus—Who comes here?

Horatio—Friends to this ground.

What matters it, dear friends, who it is that writes these Specials. Howard says it is Lyons, and Lyons says damfino. Whichever of the firm it is, or whoever else it may be, the writer is doing a good work for San Diego, for these Specials are being copied in the Eastern press and are possibly inducing both people and capital to come here. We append here a copy of a specimen letter received by us yesterday from a flourishing New England city:

.....JAN. 26, 1887.

Messrs. Howard & Lyons, Gentlemen: I am well acquainted with the wonderful growth of your beautiful section of country, receiving as I do papers, pamphlets and letters from widely separated portions. In the *San Diego Union* I read your Specials concerning Oceanside and San Diego. I enclose check for \$100, which please invest for me to the best of your judgment in a lot, as I have full faith that you will make good use of the money. Please give me a location with good view of the ocean. Very truly,

.....
We shall reward this gentleman's confidence and good judgment by sending him a deed for a lot that will grow rapidly in value before next Christmas.

Our efforts, at considerable labor and some cash, to direct the attention of immigrants and investors this way, must benefit all San Diegans—even the other real estate men. Wherefore, beloved, begrudge not the writer of these Specials his incognito, nor seek to strip his mask from him lest you force him to seek security from curiosity in silence. Don't quote scraps from these writings to the individual you suspect of being their author, and then wink at him. If the song of the

nightingale please you, listen, and don't throw stones into the canebrake in order to get a glimpse of the beak of the singer. If the dish is palatable, eat, and be content not to know the complexion and genealogy of the cook.

Still, if you must know who we really are, we will tell you in strict confidence, only don't give it away. We are author of the *Bread Winners* and *The Beautiful Snow*. We composed the music of the great grasshopper song, *There's Wheat By and By*, and the hieroglyphs of our being, "S. T. 1860, X," are painted in white and black letters on the summits of the eternal hills.

We came to this earthly Paradise for our health; we concluded to go into the real estate business, and then we determined to lift advertising out of its dull grooves and start it



COUNTY COURT HOUSE AS IT ORIGINALLY APPEARED ,

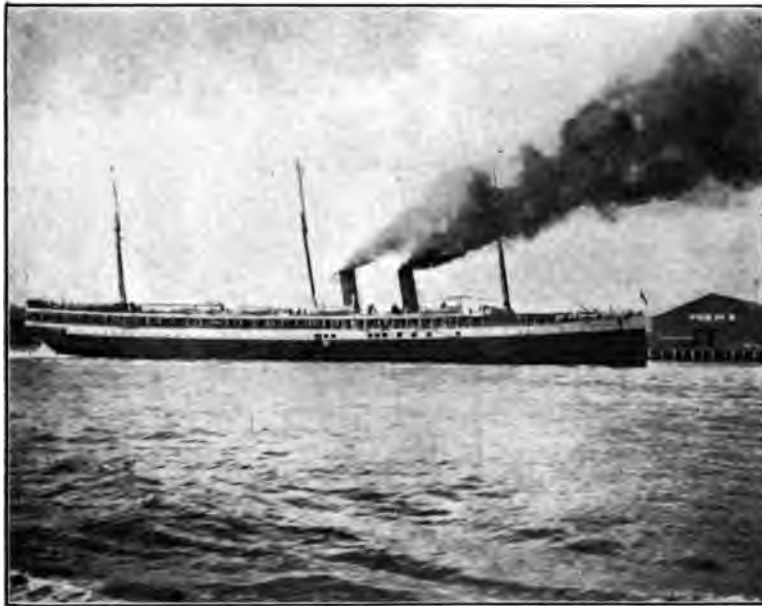
in new directions. In the latter determination we have succeeded, for people read these Specials who usually skip the advertisements, and some have been known to peruse them who do not always read all the editorials.

If you would know more, come with us at nightfall upon the summit of yonder hill. The way is not long, though for a few dozen rods it is a little steep. Here we will halt. Here upon block 42, Middletown Addition, we are surrounded by a grander view than can be seen anywhere else, even in this favored land. Loma to our right, with brow of purple and feet of foam outlined against a sky of crimson. Far down the southern horizon towers Table mountain, outlined against the gathering dusk. The electric lights glint across the bay to sleeping Coronado, and San Diego buzzes and hums at our feet. Would you know our secret? Gold alone will cause its revelation. Buy these four lots on one of which we stand, pay us five hundred dollars in money for them—it will be an

enchancing site for a home, and an investment which will return you thousands. We are—lend your ear—we are either Howard or Lyons. You pays your money and you takes your choice.

Walter Gifford Smith, in his *Story of San Diego*, draws the following picture of the boom at its height:

San Diego's growth was a phenomenon. The newly-built houses following the curves of the bay in their onward march



STEAMER SANTA ROSA

Which plied between San Francisco and San Diego for eighteen years, beginning in boom days and ending in July, 1907, and made a total of 910 trips between the two great seaports of California

of construction, occupied four linear miles and spread a mile from shore, covering the lower levels and climbing the barren hills. The business district traversed three miles of streets, and the population, at the close of 1887, numbered 35,000. At one time 50,000 people, from every State and Territory of the Union and from many foreign lands, were in the bay country, trying to get rich in a week.

Land advanced daily in selling price, and fortunes were made on margins. A \$5000 sale was quickly followed by a

\$10,000 transfer of the same property, and in three months a price of \$50,000 was reached. Excitement became a kind of lunacy, and business men persuaded themselves that San Diego would soon cover an area which, soberly measured, was seen to be larger than that of London. Business property that had been selling by the lot at \$500, passed through the market at from \$1000 to \$2500 per front foot. Small corners, on the rim of the commercial center, sold for \$40,000, and for the choicest holdings the price was prohibitive. Rents correspondingly swelled. An Italian fruit vender, who used a few feet of space on the walk beside a corner store, paid \$150



CAPTAIN E. ALEXANDER

Who commanded the Santa Rosa in her long service between San Francisco and San Diego

per month for the privilege. The store itself, 25 by 50 in size, rented for \$400 per month. A small cottage, shabbily built, with "cloth and paper" partitions, was competed for in the market at \$60 per month. So general was the demand for homes and business quarters that the appearance of a load of lumber on vacant ground drew a knot of people who wanted to lease the structure in advance. Then the lessees camped out near by, waiting a chance to move in.

Labor shared the common prosperity. A dirt-shoveler got from \$2 to \$3 per day, according to the demand. The per

diem of carpenters and brick-layers was \$5 and \$6. Compositors on the morning press earned from \$50 to \$60 per week. A barber asked 25 cents for a shave and 40 cents for a bath. Liverymen demanded \$2.50 per hour for the use of a horse and buggy. The time of real estate agents was measured by dollars instead of minutes. In the common phrase of the Rialto, "everything went," and he who had aught to sell, whether of labor, commodity, skill, or time, could dispose of it for cash at thrice its value.

Naturally a population drawn together from the adventurous classes of the world, imbued as it was with excitement and far from conventional trammels, contained and developed a store of profligacy and vice, much of which found its way into official, business, and social life. Gambling was open and flagrant; games of chance were carried on at the curb-stones; painted women paraded the town in carriages and sent out engraved cards summoning men to their receptions and "high teas;" the desecration of Sunday was complete, with all drinking and gambling houses open, and with picnics, excursions, fiestas and bullfights, the latter at the Mexican line, to attract men, women, and boys from religious influence. Theft, murder, incendiarism, carousals, fights, highway robbery, and licentiousness gave to the passing show in boomtime San Diego many of the characteristics of the frontier camp. Society retired to cover before the invasion of questionable people, and what came to be known as "society" in the newspapers, was, with honorable exceptions here and there, a spectacle of vulgar display and the arrogant parade of reputations which, in Eastern States, had secured for their owners the opportunity and the need of "going West."

Speculation in city lots, which soon went beyond the scope of moderate resources in money and skill, found avenues to the country; and for twenty miles about the town the mesas and valleys were checkered with this or that man's "Addition to San Diego." Numberless new townsites were nearly inaccessible; one was at the bottom of a river; two extended into the bay. Some of the best had graded streets and young trees. All were sustained in the market by the promise of future hotels, sanitariums, operahouses, soldiers' homes, or motor lines to be built at specified dates. Few people visited these additions to see what they were asked to invest in, but under the stimulus of band music and a free lunch, they bought from the auctioneer's map and made large payments down. In this way at least a quarter of a million dollars were thrown away upon alkali wastes, cobble-stone tracts, sand overflowed lands and cactus, the poorest land being usually put down on the townsite market.

It should be added that the Chamber of Commerce exerted itself to expose and defeat these fraudulent schemes, generally with success. Most of the frauds were hatched in places other than San Diego.

Those who participated in these events and still live here, look back upon them with varying emotions. To some the memory

is painful. "The boom," says one; "well, that was the strangest thing you can imagine. There seems no way to account for it now, except as a sort of insanity. All you had to do was to put up some kind of a scheme and the people who came here would put their money into it by the barrel." Another tells with glee of a sea-captain whom he drove about the city on his first visit, about the year 1875; and after seeing it all, said: "A very pretty little town, and the houses, they look just like



ROBERT W. WATERMAN

Bought Stonewall mine 1886 and developed it on large scale. In 1888 with others, began construction of San Diego, Cuyamaca & Eastern Railway, and shortly afterward purchased same. Came here to locate, December, 1890, immediately after retiring from Governor's chair, and died April 12, 1891

toy houses!" "Near the same time," says Captain J. H. Simpson, "General Crittenden, who had been instrumental in getting a one-inch plank sidewalk laid on the east side of Fourth Street to the Florence Hotel, then recently built, stopped Mr. Edwin Goodall, of the Pacific Coast Steamship Company, on this notable walk, one day, and said to him: 'This is going to be a great city. We are going to have electric street railways, motor roads to National City and Pacific Beach, a ferry across

the bay, a big hotel on the peninsula, and many other things.' And then, pointing with pride to the sidewalk, he exclaimed: 'And we have this sidewalk!' "

It must be admitted, says Captain Simpson, that the boom was not an unmixed blessing. Evil as well as good resulted, and too many remember it with sorrow and anguish; yet the net gain to the city can scarcely be realized. I think it is twenty years in advance of what it would have been without it. . . . The progress made in these two years (1886-88) was wonderful. The two great water systems were started and the bonds for the sewer system voted. Streets were graded and miles of sidewalks laid, wharf facilities increased, work commenced and nearly two million dollars worth of



VIEW OF THE CITY FROM EIGHTH AND A STREETS IN 1888

property sold on Coronado Beach and the great hotel planned, motor roads built, streets graded, and substantial improvements started in every direction.

Within this time, too, the city schools were systematized and several good schoolhouses built. The fire department grew in size and efficiency. And in brief the foundations of the present city were laid broad and deep.

One steamer in October, 1885, brought 80 new residents. Up to August, 306 buildings were completed in Horton's Addition in 1886, and the following month 200 new houses in course of construction in the city were counted. During this year there

arrived 26,281, and departed 13,938 people, net gain in population 12,343. The total cost of the buildings constructed in the year was \$2,000,000. The aggregate of real estate transactions was over \$7,000,000. In the first six months of 1887, the lumber imported by sea measured 14,780,000 feet. In August, 1887, the transfers of property in Horton's Addition for one week amounted to \$223,513, and for the other additions, \$53,735. The week prior, the total transfers amounted to \$500,951. In 1886 the number of business firms, professional men, etc., was



FIRST BAND IN SAN DIEGO, ORGANIZED IN 1878

340; in 1887 they numbered 957. The population increased in the same period from 8,000 to 21,000.

In the assessment roll for the year 1887, it appeared that 217 citizens were worth over \$10,000. The total valuation of city property jumped from \$4,582,213, to \$13,182,171. In February, 1888, the total value of buildings under construction was \$2,000,000. In the next month, 19,667,000 feet of lumber were imported by sea, and in April the total was 18,000,000 feet. A review of five months' property sales made in June, 1888, showed an aggregate of \$9,713,742.

The custom house collections rose from \$5,739, in 1885, to \$10,717 in 1886; to \$29,845 in 1887, and to \$311,935 in 1888. The exports in 1887 were \$165,909, in 1888 \$371,360, and in 1889 \$376,799. The vessels arriving and clearing showed a similar record.

The great register of voters of San Diego County, dated September, 1888, contained 9,921 names. Directories and newspapers of the time show that there were 7 places of amusement; 20 architects; 3 expert accountants; 4 abstractors of title; 4 dealers in agricultural implements; 2 dealers in artists' materials; 3 teachers of art; 2 exhibitions of works of art; 1 assayer; 9 artists; 63 attorneys-at-law; 6 awning, tent, and sail makers; 6 auctioneers; 5 manufacturers of artificial stone; 20 shoemakers; 11 shoe dealers; 9 banks; 2 bands; 37 barbers; 15 blacksmiths; 12 bakers; 2 boat houses; 6 booksellers; 9 bath houses; 5 wholesale butchers; 2 bookbinders; 3 beer bottlers; 6 brewers' agents; 7 brick companies; 5 billiard halls; 2 building and loan associations; 6 carriage and wagon dealers; 10 carriage and wagon makers; 1 carriage trimmer; 11 country produce dealers; 17 commission merchants; 10 civil engineers and surveyors; 9 capitalists; 5 cabinet makers; 3 foreign consuls; 5 collecting agencies; 3 cornice works; 11 clothiers; 3 custom house brokers; 18 confectioners; 3 carpet dealers; 2 carpet cleaners; 4 dealers in Chinese and Japanese goods; 4 dealers in curiosities; 11 dealers in crockery and glassware; 5 coal and wood dealers; 87 carpenters; 13 wholesale dealers in cigars and tobacco; 4 cigar manufacturers; 46 cigar dealers; 5 general contractors; 14 contractors and builders; 20 members of the builder's exchange; 37 dressmakers; 11 dentists; 8 dyers and cleaners; 4 sash, door, and blind factories; 13 druggists; 15 dealers in dry goods; 1 firm of wood engravers; 6 employment agencies; 9 express, truck and transfer companies; 5 dealers in fish, game, and poultry; 13 dealers in men's furnishing goods; 3 dealers in firearms; 9 dealers in furniture; 3 wholesale grocers; 64 retail grocers; 39 hotels; 2 hair stores; 4 dealers in gas and lamp fixtures; 1 manufacturer of gas and electric light; 7 dealers in hardware; 7 dealers in hay, grain and feed; 1 housemover; 4 dealers in harness and saddlery; 3 ice and cold storage companies; 2 iron works; 1 dealer in iron and steel; 18 insurance agents; 20 jewelers; 1 junk store; 4 lumber dealers; 3 libraries; 24 livery, feed, and sales stables; 75 lodging houses; 12 wholesale liquor dealers; 2 dealers in lime, hair, and cement; 3 laundries; 2 locksmiths and bell-hangers; 6 dealers in musical merchandise; 3 mortgage and loan brokers; 5 music teachers; 17 meat markets; 2 grain mills; 1 marble and granite works; 3 manufacturers of mantels; 15 newspapers and periodicals; 2 dealers

in mineral water; 10 milliners; 2 midwives; 3 nurseries; 16 notaries public; 5 news dealers; 3 oculists and aurists; 7 photographers; 4 planing mills; 10 plumbers and gasfitters; 4 pilots; 3 pawnbrokers; 1 manufacturer of pottery; 1 firm of plasterers; 3 dealers in pianos and organs; 73 physicians and surgeons; 14 book and job printers; 6 dealers in paints and oils; 18 house painters; 238 dealers in real estate; 57 restaurants; 2 railroad ticket brokers; 1 rubber stamp factory; 1 stereotyper; 2 shirt makers; 2 ship chandlers; 2 agencies for safe companies; 2 soap factories; 3 stair builders; 9 stationers; 5 second-hand stores; 3 sewing machine agencies; 8 stenographers; 71 saloons; 5 dealers in stoves and tinware; 5 tinner; 2 typewriters; 16 merchant tailors; 3 undertakers; 3 veterinarians; 4 water companies; 7 dealers in wall paper; 5 wharves; 19 miscellaneous enterprises; 12 public buildings and offices; 2 public parks; 3 cemeteries; 13 schools and colleges; 17 churches and 36 societies.

The increase in the number of business firms, professional men, etc., in 1887 over 1886 was about 600.

These figures represent high water mark of the boom period, and in many respects have never been equaled since.

The great boom collapsed in 1888, the first symptom of stringency in the money market coming early in that year. Those who were speculating in margins threw their holdings upon the market, first at a small discount, then at any price, and before the close of the month of January, there was a wild scramble and confidence was gone. The establishment of a new bank in March did not have any immediate effect in restoring confidence. "Save yourself" was the sole thought of those who had been foremost in the gamble for the "unearned increment." During the spring and summer, all the floating population and much that ought to have been permanent, had faded away—some 10,000 of them. Not less than \$2,000,000 of deposits were withdrawn from the banks, which were no longer able to make loans on real estate, and were struggling to keep themselves from enforced liquidation. All works of public and private improvement were stopped, and there was much distress among working people. Thus the spring and summer passed in deepest gloom and foreboding, and actual suffering among those who had lost all. In the fall, a better feeling began to prevail. The banks weathered the storm, for the time being, and the citizens began to hope for a steady and healthful growth for the future.

What were the net results of the great boom? To a few individuals, pecuniary profit; to many more individuals, loss and disappointment; to the real estate market, years of stagnation; but to San Diego as a community, a large gain in permanent population and the most valuable permanent improvements—

such a gain as certainly could not have been had in the same space of time by any other means.

It is a common saying that what a town needs is not a boom, but steady growth. Undoubtedly, steady growth is the healthful condition and the one which ministers most to the comfort and prosperity of individuals. On the other hand, one of the most striking lessons in all human history is found in the fact that individuals are often sacrificed to the good of the community, or, as the philosophers put it, "to the welfare of the social organism." This was true of San Diego in the period of the great boom. It is probably no exaggeration to say, as Captain Simpson did, that the city "is twenty years in advance of what it would have been without it." It is due to the truth of history that this should be said, yet it is also true that those who have the best interests of San Diego at heart—those who regard its best progress and highest welfare as something not necessarily synonymous with rapid advances in real estate values—pray that there may never be a repetition of the wild orgy of speculation, and that never again may the future be discounted as it was when the frenzy reached its height.

CHAPTER III

GROWTH OF PUBLIC UTILITIES



VERY early in the Horton period, the citizens of San Diego began to realize the future importance of various public utilities and to plan ways and means for meeting the need. Water, sewerage, light, facilities for transportation—these things must be provided if a city of consequence were destined to rise upon the shores of the Bay. Although the boom of 1886-88 gave the greatest impetus to the growth of public utilities, the beginnings of several of them went farther back.

In the spring of 1870, Wm. H. Perry and others undertook to provide San Diego with gas. Machinery was brought by steamer and installed, in June. The venture was not a success, however.

In March, 1881, the matter was again taken up by a number of citizens. The San Diego Gas Company was organized in that month, and in April, articles of incorporation filed. The incorporators were: O. S. Witherby, George A. Cowles, Dr. R. M. Powers, E. W. Morse, Gordon & Hazzard, Bryant Howard, and M. G. Elmore. The capital stock was \$100,000, and works costing \$30,000 were erected immediately, on the present site of the gas works—Tenth and M Streets. The fires were lighted for the first time on June 2, 1881. The fuel used was petroleum. Elmore, who held one-fourth of the stock, was a representative of the Petroleum Gas Company. The plant was thought to be sufficient for a city of 20,000. The number of subscribers at the start was 89.

The use of petroleum gas proved unsatisfactory, however, and after an experience of two years, the company made the necessary alterations in its plant and began to use coal, instead. The first use of coal was on April 19, 1883. From this time on, the gas works have grown with the city, enlarging their plant and extending their pipes as business required.

The subject of electric lighting came up in March, 1885, when the city trustees appointed a committee of three to prepare a contract for electric lighting. The Horton House was the first building in the city to be lighted by electricity. The first lights were furnished by the Jenney Electric Lighting Company, of Indianapolis, which entered into a five-year contract for lighting

the city by the mast system. Their machinery was set in motion on March 16, 1886, and that evening the city was illuminated by electric light for the first time. In May the trustees discussed a proposition for the city to purchase the plant, but decided adversely. After the system had been in operation about six months, it was purchased by E. S. Babcock, Jr., and L. M. Vance, for \$30,000. Mr. Vance had been the manager for the Eastern concern, and remained in charge. In March, 1887, the San Diego Gas, Fuel & Electric Light Company was organized, and bought the franchises of the San Diego Gas Company and of the San Diego & Coronado Gas & Electric Light Company. The new company had a capital stock of \$500,000, and it undertook to furnish gas and electric light for San Diego and Coronado.

In April, 1905, the San Diego Consolidated Gas and Electric Company became the owner of the works and franchises of the old gas and electric companies of San Diego and has since supplied the city with all its gas and electric light and power. During 1906, this company rebuilt the entire gas and electric plants, at an expense of about \$750,000. New machinery and apparatus were being installed, including steam turbines for generating electricity, a new 500,000 foot gas holder, and additional 800,000 foot gas generating set. The company owns and operates about 50 miles of poles and 80 miles of gas mains. It serves some 2,000 consumers of electric light and 4,000 consumers of gas. There are 224 lamps furnished to the city of San Diego and 12 to National City, for street lighting. Both the gas and electricity used in National City are supplied from the plant in San Diego.

The first public exhibition of the telephone in San Diego was made by Lieutenant Reade, U. S. Weather Officer, on December 5, 1877. It was not until March 23, 1881, that the newspapers state: "It is currently reported that ere many weeks we will have a telephone exchange in San Diego." The San Diego Telephone Company was organized and began work in May, 1882. The officers were: President and treasurer, J. W. Thompson; secretary, Douglas Gunn; directors, A. Wentscher, J. A. Fairchild, and Simon Levi. The first use of the lines was on June 11, and there were 13 subscribers to the first exchange.

In 1887, the number of subscribers was 284. The San Diego Telephone Company was not incorporated, but was operated as a mutual affair, as the telephone business was thought to be in an experimental stage. The lines were extended to several outside points, however; to Julian in September, 1885, to Ocean-side in May, 1886, and in 1887 to Escondido, Poway, Campo, Tia Juana, Oneonta, Coronado, La Jolla, Pacific Beach, Ocean

Beach, and soon after to El Cajon, Lakeside, Alpine, Cuyamaca, Sweetwater Dam, Chula Vista, Otay, and Del Mar. In December, 1890, the Sunset Telephone and Telegraph Company purchased the plant and took control. Mr. Thompson continued as manager until March 8, 1895, when he was succeeded by R. L. Lewis, who still continues in the position. At the time Mr. Lewis took charge, there were 360 telephones in use in San Diego, and the number of employes was 9. In November, 1897, the company completed the construction of a long distance line from Santa Ana, which connected San Diego with over 700 cities and towns in California. The number of telephones now in use in the city is nearly 3,200, and the long distance system has been greatly extended and improved.


The Home Telephone Company secured its city franchise in November, 1903, and a county franchise on June 5, 1905. Service was commenced in February, 1905. It was organized and built largely by local subscriptions. The automatic system is used. The number of city subscribers is about 2,500 and long distance wires have been extended to 19 interior exchanges in San Diego County. The first manager was Roscoe Howard, who served until July 1, 1905. The company has a substantial building of its own.

In the matter of street improvements, the people of San Diego seem to have taken little interest until the time of the great boom. Indeed, the conditions of soil and climate are such that nowhere are the streets so easily kept in good condition, and nowhere are apathy and indifference so prone to prevail.

In November, 1869, a proposition was made to license saloons and teamsters for the purpose of raising funds for the improvement of the streets. This proposition was voted down, however. The first official action for the establishment of street grades was in October, 1872, when the city engineer was instructed to make surveys for that purpose, from A Street south and Thirteenth Street west, to the Bay.

Fifth Street was the first street extended out upon the mesa, and long remained the only avenue to what is now one of the most attractive residence districts in the city. This work was done early in 1880.

The first important street grading work began in January, 1886. There was considerable agitation for this and other classes of improvements in 1886-7, culminating in a public meeting at the Louis Opera House in August, 1887, when Mr. Holabird, Judges Works, Puterbaugh and others spoke. It was thought the trustees were not showing proper zeal, and the needs of the city far outran their accomplishment.



The largest single undertaking in the way of street improvements was the construction of the sewer system. The movement for this work began in May, 1882, when a committee of the city council was appointed and made a report on the city's needs. Nothing was done at the time, but there was considerable discussion, and by the spring of 1886 the trustees were fairly forced by the growth of the city to take some action. General Thomas Sedgwick appeared before the board by invitation and gave his views. On June 25th, he explained his views further at a meeting held in Horton's Hall, and steps were thereupon taken to secure the services of Colonel George E. Waring, Jr., of Newport, Rhode Island. Colonel Waring made his report in December, providing for a complete system of sewerage for the city, having a total length of 211,560 feet and constructed on the most approved lines. The proposition to issue bonds in the sum of \$400,000 for the construction of the system was voted on in the spring of 1887, and carried by a large majority. These bonds were sold to the Pacific Bank, of San Francisco, in June, and work began the following month. At the close of that year over 38 miles of main pipes had been laid and in July, 1888, the system was practically completed. This was an immense undertaking for a city the size of San Diego, and had the bursting of the boom been foreseen, it is likely the citizens would scarcely have had the courage to undertake it. However, the "Waring System" still serves efficiently the needs of San Diego, a model of engineering skill and of public spirit.

The newspapers of San Diego began to agitate for street railways in March, 1881, but it was not until 1886 that their desire was gratified. The first franchise granted was to Dr. John McCoy, of Pasadena, October 18, 1885. The ordinance provided that no road should be built on any street until it had been graded by the city. Complications arose out of this unfortunate provision, upon the observance of which McCoy insisted. He did not build any street railways.

The next franchises granted (two at one meeting) were to Messrs. Santee, Evans, Mathus, Babcock, Gruendike, and Story, and to Reed, Choate and others, in March, 1886. April 15, 1886, articles of incorporation of the San Diego Street Car Company were filed. In August, the trustees gave a franchise to George Neal and James McCoy for a railroad between Old and New San Diego.

The first car (a horse car) was run on Fifth Street, July 4, 1886. This line was two miles long. The second line was built on D Street, and had a length of $1\frac{1}{4}$ miles. The third was the H Street line, $3\frac{1}{2}$ miles; and the next was the First Street line, $\frac{3}{4}$ of a mile in length. From this on, construction was rapid.

On January 1, 1888, there were 36 4-5 miles of street railroads running and in course of construction and about ten miles more being surveyed. The San Diego & Old Town Motor Railroad was opened November 21, 1887, and reached Pacific Beach April 1, 1888. Its officers were: President, J. R. Thomas; secretary and manager, A. G. Gassen; directors, J. R. Thomas, A. G. Gassen, R. A. Thomas, E. W. Morse, T. Metcalf, D. B. Hale, and O. S. Hubbell. It was extended to La Jolla in 1889.

The articles of incorporation of the National City and Otay Railroad Company (motor) were filed in December, 1886. The capital stock was \$100,000, later increased to \$1,300,000, and the Land & Town Company was a very large stockholder. The road was opened for business on January 1, 1887. It has branch lines to Chula Vista and other points. It has recently been acquired by the Spreckels system, and is being converted into a trolley line.

The Coronado Belt Line was one of the earliest railroads begun. It was constructed by the Coronado Beach Company in connection with the development of the hotel property. The line extends from the Coronado Ferry wharf to the foot of Fifth Street, San Diego, following the shore of the Bay, and is 21.29 miles long.

On January 1, 1888, the names of the steam motor companies, and mileage of their tracks, were as follows:

	Miles
National City & Otay Railway Co.....	40
Coronado Railway	1½
Coronado Belt Railway.....	21¼
San Diego, Old Town & Pacific Beach.....	12
City & University Heights Railway.....	
Pacific Coast Steamship Co.'s Railway.....	1-3
Ocean Beach Railway.....	3½
Roseville & Old Town Railway.....	1
La Jolla Park Railway.....	

The following were the electric and horse railways:

	Miles
San Diego Electric Street Railway.....	4½
San Diego Street Railway System (horse).....	9
National City & Otay Railway (7th St.).....	¾
National City Street Railway.....	2½

The single electric line in operation at that time was owned and operated by the Electric Rapid Transit Street Car Company of San Diego, of which George D. Copeland was president. The first piece of road which it constructed was from the foot of D Street in a northerly direction along the Bay shore, for four miles, to Old Town. This line began operation in November, 1887. The next electric road constructed was that from the

Pacific Coast Steamship Company's wharf to University Heights, four miles. The total cost of these lines, up to the same date, was as follows:

Horse car lines.....	\$ 315,000
Motor car lines.....	1,006,000
Electric car lines.....	100,000
	<hr/>
	\$1,421,000



WALDO S. WATERMAN

Located, 1886; manager Stonewall mine, 1886-93. General manager San Diego, Cuyamaca & Eastern Railway from 1891 to date of his untimely death, February 24, 1903.
 Director and Vice President Chamber of Commerce, 1902-03.
 Prominent in politics. Son of Gov. Waterman

The new roads projected at that time were estimated to cost a half million more, but few, if any, of them were ever built.

The San Diego Cable Car Company was incorporated and began work in August, 1889. Its line extended from the foot of Sixth Street, to 'C, thence to Fourth, and up Fourth to Spruce. The enterprise was started by George D. Copeland, and incorporated by John C. Fisher, D. D. Dare, J. W. Collins, George B. Hensley, and H. F. Norcross. The power house was

built in 1889, at a cost of \$30,000, and was placed at the head of the canyon on Fourth and Spruce Streets, where some remains of the cement foundations may still be seen. The line was formally opened on June 7, 1890. It was at that time thought that this development meant a great deal for San Diego. Electric railways were then in their infancy and many people thought the cable system preferable. The failure of the California National Bank, its principal backer, with the long-continued depression which followed, caused the failure of the road. After being for some time in the hands of a receiver, its property and franchise were sold to an electric railway company, in January, 1892. Such, in brief, is the history of San Diego's first and only cable car line.

With the collapse of the boom, a reaction from the too-rapid building of street car lines was to be expected. A number of the weak companies failed and were absorbed by the stronger ones. All the motor roads went out of business or were converted into electric lines, except the National City & Otay and the San Diego, Old Town & Pacific Beach Railways. On January 30, 1892, the entire property of the San Diego Street Car Company passed into the hands of A. B. Spreckels, for the sum of \$115,000. This purchase included practically all the live trackage in the city, and, with the lines since acquired, comprises all the older lines in the city. Mr. Spreckels immediately incorporated the San Diego Electric Railway Company, to operate his lines, with the following officers: A. B. Spreckels, president; E. S. Babcock, vice-president; Joseph A. Flint, secretary, treasurer, and general manager; directors, A. B. Spreckels, John D. Spreckels, Charles T. Hinde, E. S. Babcock, and Joseph A. Flint.

The transformation of all the lines to electric power began in May, 1892, and was carried vigorously to completion. At the present time, the company operates 25 miles of track in the city and has 10 miles more under construction. Early in 1907, it will begin operating 10 miles of interurban track between San Diego and Chula Vista.

The motor line to La Jolla, of which the old San Diego, Old Town & Pacific Beach Railway formed a portion, now belongs to the Los Angeles & San Diego Beach Railway Company, of which E. S. Babcock is president and E. A. Hornbeck general manager. The road is now being converted into a trolley line. The company has also recently constructed and is operating an electric street railway to connect with its La Jolla line, running up C Street to Sixth, south on Sixth to its foot, and thence southeasterly to the Cuyamaca depot.

The South Park and East Side Railway, an enterprise growing out of the operations of the Bartlett estate under the presidency of E. Bartlett Webster, began active construction in March, 1906. Its first line ran from Twenty-fifth and D to Thirtieth and Amherst Streets, a distance of a mile and a half, the power house being located at the terminal. During the early months of 1907 the line was extended to Twenty-fifth and F, down F to Fourth, and up Fourth to C, thus reaching the heart of the business district. This line, which has become a strong factor in local transportation and the development of the residence district on the east side, is reaching out toward the bay in one direction, and toward the back country in the other. At this writing, the company has pending applications for franchises up Fourth Street to B, and down B Street to the bay; also, along La Mesa Boulevard to La Mesa Springs, while El Cajon Valley is looking to it hopefully for rapid transit in the early future.

CHAPTER IV

WATER DEVELOPMENT



THE question of an adequate supply of water for San Diego always has been one of the most vital problems in the life of the place. During the short life of "Davis's Folly," or "Graytown," and for some time after Horton came, the inhabitants depended upon water hauled from the San Diego River. The early settlers still remember paying Tasker & Hoke twenty-five cents a pail for this water. After that, they were for some time dependent upon a few wells. An effort to find an artesian supply began in 1871. A well was sunk by Calloway & Co. in which some water was found at a depth of 250 feet. They asked for city aid to enable them to continue boring, but the proposition to issue \$10,000 city bonds to carry on the work was defeated at an election held in July, 1872. The well in the court house yard furnished a good supply, which was used to some extent for irrigation. In 1873 a well was completed at the Horton House, which gave great satisfaction and was thought to demonstrate that "an inexhaustible supply of good water exists at but a comparatively trifling depth, which can be reached with little expense." The well which Captain Sherman sank in the western part of his new addition, was also an important factor.

The town soon outgrew the possibility of dependence upon wells, early in its first boom, and in 1872 San Diego's first water company was organized. This was the San Diego Water Company, incorporated January 20, 1873. The principal stockholders were: H. M. Covert and Jacob Gruendike; the incorporators were these two and D. W. Briant, D. O. McCarthy, Wm. K. Gardner, B. F. Nudd, and Return Roberts. The capital stock was \$90,000, divided into 900 shares of \$100 each. The term of the incorporation was fifty years from February 1, 1873. H. M. Covert was the first president.

The first works of this company were artesian wells and reservoirs. They bored a well in Pound Canyon, near the southeast corner of the Park, and found water, but at a depth of 300 feet the drill entered a large cavern and work had to be abandoned. The water rose to within 60 feet of the surface and remained

stationary. They then sank a well 12 feet in diameter around the first pipe, to a depth of 170 feet, and from the bottom of this second boring put down a pipe to tap the subterranean stream. The large well was then bricked up and cemented. It had a capacity of 54,000 gallons per hour. Two small reservoirs were also constructed, one at 117 feet above tide water, with a capacity of 70,000 gallons, and the other more than 200 feet above the tide, with a capacity of 100,000 gallons. The water was pumped from the 12-foot well into these two reservoirs. Such were San Diego's first waterworks. In March, 1874, the *Union* said with pride:

About 18,000 feet of pipe will be put down for the present. Pipe now extends from the smaller reservoir down Eleventh and D, along D to Fifth, down Fifth to K, along K to Eleventh, and will also run through Ninth from D to K and from Fifth along J to Second. The supply from this well will be sufficient for 30,000 population and is seemingly inexhaustible.

But notwithstanding this confidence, in a few years the water supply in Pound Canyon was found to be inadequate, and it was determined to bring water from the river. In the summer of 1875 the company increased its capital stock to \$250,000 for the purpose of making this improvement. A reservoir was built at the head of the Sandrock Grade, on University Heights. The water had to be lifted several hundred feet from the river to the reservoir, and this pumping was expensive. In order to avoid this expense and improve the service, the company drove a tunnel through the hills, beginning at a point in Mission Valley below the new County Hospital and coming out on University Avenue near George P. Hall's place. The water was piped through this tunnel, which is still in a fair state of preservation. A new reservoir was built at the southwest corner of Fifth and Hawthorne Streets; and these works constituted the San Diego water system until the pumping plant and reservoir at Old Town were constructed. This old reservoir gave sufficient pressure for the time being, and it was not then believed the high mesa lands would ever be built upon.

In the fall of 1879 the papers note that the water mains had been extended down K Street as far as the flour mill and thence up Twelfth to the Bay View Hotel. Early in 1886 the long delayed work on the river system, near Old Town, was resumed. From numerous wells in the river bed, the water was pumped into the large reservoir on the hill. At this time the company also made many extensions and laid new pipes for almost the entire system. The pumps installed had a capacity of 6,600,000 gallons per twenty-four hours. There are four covered reservoirs with a total capacity of 4,206,000 gallons. A standpipe

was placed on Spreckels Heights, 136 feet high and 36 inches in diameter. The top of this standpipe was 401 feet above tide, and it regulated the pressure all over the city. According to the engineer's statement, about 30,000,000 gallons were pumped during each month of the year 1888. The pipe lines, in January, 1890, exceeded 60 miles and had cost \$800,000. There were 185 fire hydrants connected, for which the company received \$100 each per annum.

The next large undertaking in the way of water development was that of the San Diego Flume Company. This project originated with Theodore S. Van Dyke and W. E. Robinson, who worked upon it for some time before they succeeded in interesting anyone else. Then General S. H. Marlette became interested and these three associates secured the water rights needed for the development. In 1885, they planned to form a corporation, to be called the San Diego Irrigating Company, but for some reason the plan failed. The promoters continued to work indefatigably, however, and finally succeeded in enlisting the interest of George D. Copeland, A. W. Hawley, and a few others, and soon were in a position to incorporate. The articles of incorporation were filed in May, 1886. Besides those mentioned, the following were incorporators: Milton Santee, R. H. Stretch, George W. Marston, General T. T. Crittenden, Robert Allison, J. M. Luce, and E. W. Morse.

Sufficient money was paid in to start the work. Copeland became President, Robinson Vice-President, and Stretch Engineer. Captain Stretch served about six months and did some of the preliminary work. He was succeeded by Lew B. Harris, who served about a year, and then J. H. Graham became the engineer and remained until the work was completed. The capital stock was \$1,000,000, divided into 10,000 shares of \$100 each.

The difficulties encountered were many. There was an inefficient contractor whose men the company was compelled to pay. It was asserted that the flume encroached upon an Indian reservation, and there was frequently a lack of funds. Their means becoming exhausted, some of the original incorporators were obliged to step out. Copeland became manager in place of Robinson, and Morse president in place of Copeland. Later, Bryant Howard became president and W. H. Ferry superintendent, and these two men saw the work completed.

This great pioneer undertaking was organized and carried out by far-seeing, courageous men, for the purpose of irrigating the rich lands of El Cajon Valley and also of bringing a supply of water to San Diego. Incidentally, but quite as important, they were aware that they were making a demonstration of the agricultural possibilities of San Diego's derided back country.

There were a few citizens who understood the importance of the undertaking and watched the course of events with almost breathless interest. But the majority were too busy with real estate speculations to be much concerned—at least, this was true of the floating population of newcomers. Van Dyke writes pointedly: "The writer and his associates who were struggling to get the San Diego River water out of the mountains to give the city an abundant supply, and reclaim the beautiful tablelands about it, were mere fools 'monkeying' with an impracticable scheme, and of no consequence anyhow."

On February 22, 1889, the completion of the flume was celebrated in San Diego, most impressively. There was a street parade over a mile long, and a display of the new water. A stream from a $1\frac{3}{4}$ inch nozzle was thrown 125 feet into the air, at the corner of Fifth and Beech Streets, and at the corner of Fifth and Ivy, another one 150 feet high, to the admiration of the citizens. There were 19 honorary presidents of the day on the grand stand. Bryant Howard, M. A. Luce, George Puterbaugh, Hon. John Brennan of Sioux City, Iowa, D. C. Reed, and Colonel W. G. Dickinson spoke, and letters and telegrams from absent notables were read.

It is really a pity to have to spoil the story of the celebration of such an achievement, with a joke, but—the truth is, the water in the pipes at the time was not the Flume Company's water, at all. The Flume Company had placed no valves in their pipes, and, consequently, when they turned the water on, it was air-bound and the water advanced very slowly. When the day for the celebration came, the water being still several miles away, the officers of the San Diego Water Company quietly turned their own water into the pipes, and had a good laugh in their sleeves while listening to the praises the people lavished on the fine qualities of the "new water." The Flume Company's water arrived three weeks later.

The flume emerges from the San Diego River a short distance below the mouth of Boulder Creek, and proceeds thence down the Capitan Grande Valley to El Cajon Valley, about 250 feet from the Monte. From this point the flume curves to the east and south of El Cajon, at a considerable elevation. From El Cajon, the flume is brought to the city by the general route of the Mesa road. The total length of the flume proper is 35.6 miles. The reservoir is an artificial lake on the side of Cuyamaca Mountain, about fifty miles from San Diego, at an elevation of about 5,000 feet. Its capacity is nearly 4,000,000,000 gallons. It is formed by a breastwork of clay and cement, built across the mouth of a valley, forming a natural basin.



DEDICATION OF THE SAN DIEGO FLUME

The man at the extreme right is Governor Waterman. The man in the second row wearing a straw hat, is W. E. Robinson, one of the originators of the enterprise

The construction of this flume exerted a very important influence in bringing on and sustaining the great boom, although it was not completed until after the close of that episode. The officers at the time of its completion were: Bryant Howard, president; W. H. Ferry, vice-president and manager; L. F. Doolittle, secretary; Bryant Howard, W. H. Ferry, M. A. Luce, E. W. Morse, and A. W. Hawley, directors. These men are entitled to the credit of being the first to carry to a successful conclusion a scheme of development of the water resources of San Diego County, upon a large scale.



SWEETWATER DAM IN COURSE OF CONSTRUCTION, 1887

The construction of the Sweetwater Dam was begun November, 1886, and completed March, 1888, under the well-known engineer, James D. Schuyler. The Dam alone cost \$225,000 and the lands used for reservoir site 17,900 more. The original investment in the system of distribution exceeded half a million dollars. The reservoir stores 7,000,000,000 gallons and supplies National City Chula Vista, and a small area of land in Sweetwater Valley.

The Otay Water Company filed its articles of incorporation March 15, 1886, its declared object being to irrigate the Otay Valley lands and the adjacent mesa, and E. S. Babcock being the principal owner. In 1895 he sold a half interest to the Spreckels Brothers and the name of the corporation was changed



E. S. BABCOCK

Who came to San Diego in 1884 to hunt quail and remained to influence events more powerfully than anyone since Horton. A man of big conceptions and restless enterprise, he founded Coronado, engaged assiduously in water development, and was identified with numerous public utility corporations. Moreover, he it was who interested John D. Spreckels in local enterprises and thereby started a series of developments which is still unfolding, to the immense advantage of the city and region

to the Southern California Mountain Water Company. Later, the Spreckelses became sole owners. This company has an important contract under which it now supplies the city with its entire water supply. Its storage dam is at Moreno and its pipe line was extended to the city reservoir and the delivery of water commenced in the summer of 1906.

The San Diego Water Company was incorporated in 1889, and in 1894 the Consolidated Water Company was formed for



C. S. ALVERSON

To whom the public and the government is largely indebted for exact knowledge concerning the water resources of the western slope of San Diego County, which he has studied for twenty years

the purpose of uniting the San Diego Water Company and the San Diego Flume Company under one ownership. The Consolidated acquired by exchange of securities all the stock and bonds of both the water and the flume company. On July 21, 1901, the system of distribution within the city limits became the property of the municipality, a bond issue of \$600,000 having been voted for its acquisition. The city obtained its supply from the pumping plant in Mission Valley until August, 1906, when its

contract with the Southern California Mountain Water Company went into operation. Under the terms of this contract, the city obtains an abundant supply of water from mountain reservoirs at a price of four cents per thousand gallons, the water being delivered to its mains on University Heights.

The water question has been from the beginning a prolific source of controversy between the people and various corporations, and every important stage of its evolution, from the day of the earliest wells to the time when the great Spreckels system was sufficiently developed to meet the present demands, was marked by acrimonious discussion and sharp divisions in the community. The Spreckels contract was not approved by public opinion until an unsuccessful effort had been made to increase the city's own supply by the purchase of water-bearing lands in El Cajon Valley and the establishment of a great pumping plant at that point. The municipal election of 1905 turned largely upon this issue. It resulted in the election of a mayor favorable to the El Cajon project, with a council opposed to it. A referendum on the subject revealed a curious state of the public mind. A majority favored the purchase of the lands, but opposed their development. The majority in favor of buying lands fell short of the necessary two-thirds, however, and the city government then turned to the Southern California Mountain Water Company as the only feasible means of creating a water supply to meet the needs of a rapidly growing city.

The mayor vetoed the contract with the Spreckels company when it first came to him from the council, urging that it be revised in such a way as to put its legality beyond all possible question (the contract was for a period of ten years, while the city attorney advised that it could legally be made for only one year at a time), and also to reserve the city's right to operate its pumping plant in Mission Valley sufficiently to keep it in condition to meet an emergency. The council promptly passed the contract over the mayor's veto, whereupon it was signed by the executive. The act was followed by the rapid completion of the pipe line to the city and the construction of an aerating plant on University Heights.

The consummation of this contract ended the long struggle for water and marked the beginning of a new epoch in the city's life. This fortunate result was not due to the fact that the contract was made with any particular company, nor to the fact that it brought water from any particular source. It was due to the fact that the people of San Diego had obtained a cheap and reliable water supply adequate to the needs of a city three or four times its present size. Water from El Cajon or from San Luis Rey would have served the same purpose and exerted

the same happy influence on the growth of population and stability of values. Since the city had failed to adopt a project of its own, it was very fortunate to possess a capitalist able and willing to meet its needs upon reasonable terms at a crucial moment in its history.

PART FIFTH
The Last Two Decades

CHAPTER I

LOCAL ANNALS AFTER THE BOOM



THE collapse of the great boom, while it brought much individual suffering, did not cause a large number of failures. A few merchants and small tradesmen went out of business, owing to stagnation and decrease in population, but the banks weathered the storm, for the time being, and materially improved their condition. The California National Bank was opened in January, 1888, and the California Savings Bank, under the same management, a year later, and both adopted a liberal policy. Money became available for carrying out many improvements contracted for during the boom, which had been dropped at the time of the collapse. By fall it was felt that the worst was over and an era of steady growth was at hand.

Between the end of the boom and the summer of 1891, many of the most important public and private improvements in San Diego were completed. To this period belongs the completion and opening of the Hotel del Coronado, the construction of the Spreckels coal bunkers and wharves, the rebuilding of the court house, the laying of several miles of street pavement, the extension of the electric railway to University Heights, and the San Diego, Cuyamaca & Eastern Railway to El Cajon. The flume was also completed and began to deliver water for use in the city. Many school houses and churches were built. A competent authority has estimated that over \$10,000,000 were invested in permanent improvements in this period. The population rose slowly but steadily, and by the census of 1890 was nearly 17,000.

These high hopes were destined to be again severely checked, however, at a time when trouble was least expected. In October, 1891, the California National Bank failed disastrously, and this failure effectually checked the growth of the city. None of the other banks failed at that time, but in the following summer, during the financial stringency which prevailed all over the country, several of them were obliged to give up the struggle, as related in the chapter on banking. These disasters, the culmination of a long series of misfortunes under which the city suffered, caused indescribable gloom and discouragement. Nevertheless, as on similar occasions in the past, the good sense and

fortitude of the people soon asserted themselves. They set about the task of saving what they could out of the wreck and waited for better times. It is not designed to go minutely into the annals of these quiet years. A few things have been selected which it is hoped will prove of especial interest.

The first theater in San Diego was known as Leach's Opera House, which stood on D Street between First and Second. The



D. CHOATE

Who next to Horton, had the distinction of being the largest operator in real estate in early days. He located here in 1869, purchased hundreds of acres of what is now the best outlying residence districts of the city and subdivided them. He laid out no less than ten different additions. Perhaps his most important achievement in San Diego was the founding of the College Hill Land Association. He was postmaster from 1875 to 1882

building was erected about 1881 and first used as a gymnasium. Wallace Leach and W. F. McKee purchased it in 1883 and conducted it as a theater about five years. The Louis Opera House (now called the Grand), on Fifth Street between B and C, was opened March 1, 1887, by the Farini Opera Company. The Fisher Opera House (now the Isis) was opened January 12, 1892, by the Carleton Opera Company, in the comic opera,



JESSE GILLMORE



H. C. GORDON



GEO. W. BOWLER



G. C. ARNOLD

VETERAN REAL ESTATE DEALERS

"Indigo." The house was built by John C. Fisher, who was also largely interested in the old cable railway. The total seating capacity of the theater is 1,400. The drop curtain was painted by Thomas G. Moses, of Chicago, and represents the "Piazzì d'Erbe," a market place in Verona.

One of the best remembered events was the celebration of the 350th anniversary of the discovery of San Diego by Cabrillo, which was held on the 28th, 29th and 30th days of September, 1892. This celebration was held at the suggestion of Walter Gifford Smith. A large number of visitors came to witness the event. Governor Markham was present with his staff; Admiral Gherardi with the *Baltimore* and *Charleston*; General Torres, of Lower California, and staff; and Generals McCook and Johnson of the U. S. Army, with their staffs. The streets and the shipping in the Bay, including the U. S. and foreign men of war, were handsomely decorated.

One of the most interesting features was the presence of a number of Luisanio and Dieguino Indians, both men and women, garbed and decorated in a manner which was practically historically correct. These people came from their homes at San Luis Rey and elsewhere, at the personal request of Father Ubach, and were by him drilled for their part in the ceremonies.

The Luisanio Indian men were naked above the waist and below the thighs, and their bodies were painted with white and black, the groundwork being laid on in broad horizontal bands. The Dieguenos wore red, black, and white paint in fantastic designs; the groundwork being red and the decorations black and white. Each wore on his head a dress of eagle feathers and a few had a single, tall, straight eagle plume. Their arms consisted of bows and arrows and a wooden weapon resembling a boomerang. The women were also painted and each wore on her head a wreath of tule. The Luisanios were under the command of Chief José Pachito and General Pedro Pablo and the Dieguenos under Chief La Chappa and General Cenon Duro. The latter was the last chief of the Mesa Grande Indians, and died in October, 1906.

At 9:30 on the 28th, the ship representing the *San Salvador*, flying the orange and red of Arragon and Castile, came up the channel and anchored. Emanuel Cabral, a fisherman of La Playa, chosen for his resemblance to Cabrillo, stood upon the deck dressed in black velvet, gold doublet, full short knee-breeches, black silk long hose, and broad Spanish hat with white plume. An hour later he was rowed ashore by a crew similarly attired and received by the Indian chiefs and their 150 followers. He unfurled the flag and took possession of the country in the name of the King of Spain; then, having read his declara-

tion, he planted his sword in the sand before the flag, kissed the cross-hilt, and the Indians, at his request, followed his example.

After this there was a great procession in which the Indians and many other interesting features appeared. There were floats representing Cortés and other historic characters; a large band of Spanish *vaqueros*, led by Don Tomás Alvarado, Don Pancho Pico, Señor Argüello, and Don Manuel A. Ferrer; a company of Mexican *rurales* in buckskin and broad-brimmed hats; a company of American cowboys, etc. At the Plaza, Governor Markham presided and addresses were made by the Governor, by Hon. R. F. Del Valle, of Los Angeles, and by the Very Reverend Father J. Adam. Hon. R. M. Daggett read an original poem entitled *Cabrillo*.

On the 29th there was an Indian *fiesta*, at which they exhibited their native dances, and a *vaquero* tournament, which lasted two days. There was also a ball at the Hotel del Coronado, a reception on board the *Baltimore*, yacht races, and other amusements. A similar celebration was held the following year.

The case of the Chilean insurgent vessel *Itata* is a somewhat celebrated one. In the spring of 1891 there was an insurrection in progress in Chile, against the government of President Balmaceda. The revolutionary party finally triumphed, but at the time of the *Itata* incident, the revolution had not made much headway. The insurgents were in need of arms and ammunition and sent an agent to the United States to secure them. This agent, a man named Burke, had been in the employ of the Panama Railway Company and was familiar with conditions in South America. He went to New York and consulted attorneys who advised him that he might lawfully purchase and ship the supplies, but that the United States could not permit a vessel to outfit and clear from its ports with them on board—that this would be an act of unfriendliness to the Chilean government. His problem then was, how to get his purchases out of the country without getting into trouble.

Burke purchased a quantity of arms and ammunition and had them shipped to San Francisco, where they were put on board the schooner *Robert and Minnie* without molestation. The schooner sailed south, expecting to meet an insurgent vessel and transfer the cargo, at some island. Meanwhile, the steamer *Itata*, guarded by the insurgent man-of-war *Esmeralda*, was dispatched from Iquique to meet the *Robert and Minnie*. The *Itata* was obliged to put into the port of San Diego for coal and other supplies, before meeting the *Robert and Minnie*. Had it not been for this necessity, no such complications as arose would have ensued. The *Itata* had papers from Iquique which appeared

regular, and she passed for a peaceful merchantman. She was an English-built steamer which had been in the South American trade. Her commander was Captain Manzden, a German. The crew was not unusually large, and no suspicion was excited by her visit.

Mr. Burke, however, proved somewhat indiscreet; in fact, he felt so sure of himself that he soon took the public into his confidence. At Port San Pedro he took the United States Customs Inspector on board the schooner, showed him his cargo, and told him what he expected to do with it. The inspector reported this to his superiors and asked for instructions, and the revenue officers there and at San Diego were thereupon instructed to watch the *Robert and Minnie* and the *Itata*. United States Marshal Gard, of Los Angeles, was also sent to San Diego to investigate, with power to seize the *Itata*; with him came also Harry Morse, of the Morse Detective Agency, San Francisco, who represented the Balmececa government.

Upon his arrival, Marshal Gard seems to have acted on his own account and failed to take the San Diego collector, Colonel John R. Berry, into his confidence. Colonel Berry had started on a business trip to Corona and first heard of the trouble at Santa Ana. He immediately returned to San Diego, and relates that he came down on the same train with Gard and Morse and sat in the same seat with the former, who had not a word to say about the *Itata*. While they were in the act of leaving the train, Colonel Berry says, he remarked to Gard: "I suppose you are here on the *Itata* business?" and Gard denied it, point blank. After trying in vain to get the captain drunk, in the hope that he would betray himself, Gard seized the steamer and placed one man on board of her as a guard. He did not, however, disable her machinery.

It was soon ascertained that the *Robert and Minnie* was off the harbor and holding communication, through a pilot boat, with the *Itata*. The collector intercepted a letter which showed that a rendezvous had been appointed off San Clemente Island. On May 13th, while both the marshal and the collector were absent on separate expeditions in search of the *Robert and Minnie*, the *Itata* got up steam and boldly left the harbor. Captain Manzden had applied for clearance papers and been refused. He soon put the guard and the pilot on shore and disappeared, met the *Robert and Minnie* at San Clemente Island, took the munitions of war on board, and started for Iquique.

In San Diego, every kind of wild rumor filled the air. It was said that the *Itata's* decks had suddenly swarmed with men who had been lying concealed in her hold, that heavy guns were brought up and preparations made for a fight. In fact, the gov-

ernment's special agent reported that she left the harbor "a fully armed man-of-war." It was established on the trial in the United States court that these reports were much exaggerated. The steamer only carried a small armament of light rifles, which were old and greasy. She had no heavy guns, and was incapable of being transformed into a fighting craft. Another rumor was that "a long, low rakish craft" had been seen several times off the harbor. This report had reference to the *Esmeralda*, which soon after met the *Itata* off the Mexican coast near Acapulco. The two vessels had no sooner met and begun preparations for transferring the munitions, however, when the United States cruiser *Charleston*, which had been sent in pursuit, appeared in the distance. The *Itata* immediately steamed westward as fast as possible, while the *Esmeralda* cleared her decks for action. There was no fight, although there was considerable tension, and the officers and crew of the *Esmeralda* were able to derive considerable satisfaction subsequently from telling what they would have done to the Yankee ship, had they been given a chance. The *Charleston* soon passed onward to the south, leaving the *Esmeralda* struggling with the problem of securing a supply of coal at Acapulco, the Mexican officials having refused to allow her to take on a supply. She finally solved it by taking the coal by force. The *Charleston* met the *Itata* at Iquique, captured her without resistance, and brought her back to San Diego. In the suit which was brought against her and tried in the United States district court, in March, 1892, the government was beaten on every point and the vessel ordered released. The insurgents had, in the meantime, succeeded in overturning the Balmaceda administration and taking possession of the Chilean government. They hotly resented the seizure of the *Itata*, and this incident, with other alleged irregularities on the part of our navy, led to the assault on the sailors of the *Baltimore*, in the harbor of Valparaiso, which came so near involving the United States in war with Chile.

To pass from these exciting events to the story of a dog may seem a long step, but both belong to the annals of these peaceful years, and no careful historian can afford to ignore "Bum," San Diego's first and only town dog. He was a large, handsome, St. Bernard dog, born in San Francisco on July 3, 1886, and came to San Diego while young as a steamer stowaway. He was adopted by a kind-hearted Chinese named Ah Wo Sue, who provided a home and took good care of him, whenever Bum would allow him to do so. The dog had one peculiarity, however, which unfitted him for domestic life: he seemed to lack the gift of personal attachment which is supposed to belong to all dogs. He was, however, devoted to the larger life of the city and formed

an important, even though humble, part of it all his life. It may be said of him that, if he was nobody's dog, he was so much the more everybody's dog.

On August 3, 1887, while engaged in a disgraceful fight with a bulldog near the Santa Fé depot, the two were run over by an engine. The bulldog was killed, and Bum lost his right fore-paw and part of his tail, and was otherwise severely bruised and cut. His neglected Chinese friend promptly came to the rescue, had his wounds dressed and treated by the best surgical skill, and carried him home and nursed him back to health. It is sad to have to add that Bum left his benefactor as soon as he was able to do so, and resumed his Bohemian life.

He was a public character and his habitation was the street. He slept or rested on the sidewalks, usually where traffic was thickest, and the good-natured people carefully walked around him. Restaurant keepers and butchers gladly fed him and he made a regular round of daily calls to supply his wants. He was a welcome visitor in every store and public place. He would go to the court house and mount the judge's chair, ride in the omnibuses to and from the depots, and march at the head of processions and funerals, but his especial delight was to run with the fire engines. As soon as the bell announced an alarm, he would start for the engine house, barking joyously. "Clear the track—Bum's coming!" would be the cry, and all stepped aside to let him pass. One year the dog licenses were headed by his picture, but the city fathers exempted him by a special order from the payment of taxes. A favorite diversion was to go on excursions, either alone or with a crowd. He visited all the nearby towns and went once to Los Angeles, returning voluntarily after two or three days.

When he was about four years old, some mischievous men forced him to drink liquor, and he became an habitual drunkard. He sank to the lowest depths of degradation, became dirty and mangy, and in every sense of the word, a "bum." Ah Wo Sue now came to the rescue once more, took him home and kept him shut up several weeks on a temperance diet, until he was cured and went forth a true dog once more. Did he show gratitude? Not he; his affections were entirely impersonal; he immediately resumed his free life and became once more the city's favorite.

It is of record that Bum once saved the life of a small dog by carrying him by the nape of his neck off the street car track. He had his weaknesses, one of which was a disposition to fight with other dogs now and then. His manner of fighting was to get his antagonist down and hammer him with his crippled leg. But as a rule he treated all other dogs with lofty contempt, looking through them as though he did not see them, and compelling

respect by his dignified bearing. The pupils of the Sherman Heights School prepared a neat booklet telling the story of Bum's life and setting forth his good qualities. This pamphlet was dedicated to "Ah Wo Sue, who so kindly cared for and nursed our 'city dog,'" and several thousand copies of it were sold.

This noble citizen ended his life, as he had chosen to live it, at the public charge. Becoming crippled with rheumatism, he was given a home at the County Hospital, by order of the Board of Supervisors, and died there a few months after. It was surely a happy fate, and worthy the ambition of any dog, to be held in affectionate remembrance by so large a number of people as is San Diego's "Bum."



SAN DIEGO'S TOWN DOG, "BUM"

CHAPTER II

POLITICAL AFFAIRS AND MUNICIPAL CAMPAIGNS



AFTER the abolition of the city charter in 1852, the municipal affairs of San Diego were administered by a board of three trustees. Additional powers were conferred upon these trustees, and the boundaries of the city defined, in 1868 and 1870. At the general election in the fall of 1871, for the first time, the Republicans elected a number of their candidates, and the city and county have continued to be Republican, as a rule, ever since. An interesting feature of the election last mentioned was that Mr. Horton and James McCoy were opposing candidates for the state senate. Mr. Horton received a majority of fifty in his own county, and it was thought for a time that he was elected; but when the returns came in from San Bernardino County, McCoy had a majority.

In 1872, a new county government act was passed, which went into effect in March. The same act provided for the reincorporation of the city and increased the number of trustees to five. The first city election under the new charter was held on April 9, and resulted in the election of D. W. Briant, John M. Boyd, José G. Estudillo, E. G. Haight, and W. J. McCormick as trustees, A. G. Gassen, city marshal, and M. P. Shaffer, city assessor. At the fall election in this year, the county gave Grant and Wilson a majority of 152 and Houghton for Congress 235.

April 7, 1876, a new city charter was adopted. The administration of city affairs was continued in a board of five trustees.

In March, 1879, while the question of the adoption of the new constitution was up, there was a warm campaign. Dennis Kearney spoke at the skating rink and had a large audience. The *Union* led the friends of the new constitution. On April 4, it said:

The *Union* hears that a vulgar and profane blatherskite named Wellock, who has achieved notoriety as a ranter at the sand lots of San Francisco, has announced his intention to stump Southern California in behalf of the New Constitution. We notice that San Diego is in the list of places to be visited by him. The people of San Diego don't want to hear him. They heard with patience Dennis Kearney's ignorant harangue, and that taste of sand lot oratory is sufficient, etc.

The new constitution went into effect in January, 1880, and it was at this time that the old district court went out of existence and was replaced by the Superior Court. The first term of the new court was held on January 5, 1880, by Judge McNealy.

In May, 1886, a new charter was adopted, which went into effect the next month, by which the town was organized as a city of the sixth class. A year later it became a city of the fourth class. In the fall of the latter year (1887) there was a



DOUGLAS GUNN

First Mayor under the charter of 1889, Editor of the *Union*, Historian and useful, devoted citizen for many years

warm contest between the Citizens' ticket, headed by D. C. Reed, and a Labor ticket, headed by W. J. Hunsaker. The latter won.

On December 5, 1888, an election was held for the choice of fifteen freeholders to frame a new charter. Those selected were: Douglas Gunn, H. T. Christian, Edwin Parker, Charles Hubbell, W. A. Begole, N. H. Conklin, M. A. Luce, Philip Morse, G. W. Jorres, E. W. Morse, George M. Dannalls, George B. Hensley, R. M. Powers, D. Cave, and C. M. Fenn. The charter framed by these men was adopted by the people of San Diego March 2d,

and approved by the legislature on March 16, 1889, and went into effect on the following 6th of May. This is the charter under which, with a few amendments, the administration of the city is still carried on.

It provided for a mayor, for the first time since 1852 (in the interval, the president of the board of trustees was called by courtesy the mayor, but there was no such official, properly speaking). The legislative branch was a common council, con-



WILLIAM W. BOWERS

Located, 1869; California Assembly, 1873; Collector of the Port, 1874-83, and again, 1896-06; State Senator, 1887-91; Member of Congress, 1891-97. He designed and superintended building of Horton House in 1870; also designed Florence Hotel (now Robinson) and managed it for seven years

sisting of a board of aldermen elected at large, and a board of delegates, two of whom were chosen in each ward. The other officials provided for were: city attorney, auditor and assessor, treasurer and tax collector, city clerk, city engineer, superintendent of streets, superintendent of parks, superintendent of sewers, superintendent of schools, chief of police, chief of fire department, health officer, plumbing inspector, board of public works, board of education, board of library trustees, board of police

commissioners, board of fire commissioners, board of health, police judge, and board of cemetery commissioners. Amendments were adopted February 3, 1895, and January 29, 1901, and on March 1, 1906, the legislative body was changed to a common council of nine members, one from each ward, the separate boards of aldermen and delegates being abolished. At the same time, provisions were inserted in the charter for the exercise of the initiative, the referendum, and the recall—regarded as important steps in the improvement of the city administration.



MATHEW SHERMAN

Mayor, 1891; owner of Sherman's Addition and prominent for many years in business and public affairs

The first city election under the present charter was held April 2, 1889. The campaign presented many features of interest. There were two tickets in the field, one called the Straight Republican, headed by John R. Berry, and the other called the Citizens' Non-Partisan ticket, headed by Douglas Gunn. Both these candidates were Republicans and there was no Democratic ticket. The real issue of the campaign was between "the Galla-

ghers,"—carpetbaggers from San Francisco who came during the boom and obtained control of the Republican organization in city and county—and the older citizens of San Diego. It was charged that these "Gallaghers" were for the most part Democrats before coming to San Diego. They had succeeded in electing a few of their candidates the year before, including the superior judge. The *Union* supported Berry, but other papers were for Gunn, and party lines were much broken up. The *Sun*



D. C. REED

Mayor, 1897; for thirty years in the forefront of real estate activity, with unfaltering faith in the city's destiny

(Democratic) of April 4th commented on the campaign as follows:

The campaign which has come to an end was not too short to present some interesting and remarkable features. It was marked by the almost total disappearance of the second great party in this city when the presence of a divided majority in the field would have given it success had it named a straight ticket of its own. Such a throwing away of political opportunity is almost without precedent. . . . Much of the op-



A. E. NUTT



D. L. WITHINGTON



L. A. WRIGHT



M. L. WARD

A GROUP OF STATE SENATORS

position originated in ancient grudges, dating back to the early days, and almost forgotten by those of the present day.

Senator W. W. Bowers was one of the leaders of the Republican organization, but in this campaign he wrote and spoke in favor of the Citizens' ticket. The city at the time was supposed to have a normal Republican majority of from 500 to 800, but at this election Gunn and most of the Citizens' candidates were elected. Gunn's majority was 428.



FRANK P. FRARY

Mayor, for two terms, from 1901 to 1906

Two years later, in April, 1891, the contest was between the regular party organizations. The Republican candidate for mayor was Captain Mathew Sherman and the Democratic J. W. Hughes. There were no particularly exciting events in the campaign and the result seemed to hinge on the party line-up and the number and zeal of the friends of the respective candidates. Sherman was elected by 48 votes, and was the first mayor elected on a straight party ticket.

The election of 1893 was a memorable one and presented some unusual features. Both the old parties made nominations, the Republicans naming Adolph G. Gassen for mayor and the Democrats A. E. Cochran. There was also a People's Party in the field, with John Kastle as its candidate for mayor. In addition to these, Captain James Edward Friend and William H. Carlson were independent candidates for mayor, making in all five aspirants for one office.



CAPTAIN JOHN L. SEHON

Chosen Mayor in 1906 by Democratic and Independent coalition

The three regular party nominees were substantial citizens in good standing. Gassen was one of the oldest residents and had held a number of city offices. Colonel Kastle was also an old resident and business man, and had been president of the Chamber of Commerce. Friend was a clever newspaper writer, with many friends, and Cochran was well supported by his party's strength. But when the votes were counted, it was found that Carlson, a comparative newcomer and novice in the city's politics, had twice as many votes as any other candidate.

The time has not yet come to write the story of the career of "Billy" Carlson in San Diego. He is now conducting a prosperous real estate and banking business in Los Angeles, and if he ever finds time, ought to write the story, himself. Although he entered the race for mayor last, he won out handsomely by dint of hard personal work and promises. If there was a voter in San Diego whom he did not personally interview, or a man who wanted anything that he did not promise to secure for him, neither have since come to light. As soon as "Billy" got into the mayor's chair, there were to be new electric car lines on



JOHN F. FORWARD

Who served in the recorder's office for nearly twenty years, during fourteen of which he held the chief place. Chosen in April, 1907, to serve as Mayor until May 1, 1909

every street equipped in an impossible manner, hotels fitted up *à la* Edward Bellamy, lines of steamships to every port on earth, transcontinental railroads galore, the park was to be improved at once, everybody was to have plenty of work at the highest wages, and, in short, the millennium was to come then and there. That he did not achieve all these things in his two terms is, perhaps, not due to any want of imagination on his part. There is a tradition that quite a number of ordinarily level-headed peo-



ARCHIE F. CROWELL
City Engineer



CLAUDE WOOLMAN
City Treasurer



CHARLES KELLY
Councilman



F. J. GOLDKAMP
Councilman

A GROUP OF CITY OFFICIALS

ple were so much amused by his meteoric canvass that they voted for him "just to see what he would do."

The candidacy of Captain Friend deserves mention. There does not appear to have been any considerable popular demand that he should run, but with a happy-go-lucky optimism which was part of his nature, he conceived the idea of running independently. Everybody he asked signed his petition, on which there were about 1,100 names, but he received just 98 votes. He thereupon proceeded to write a book, containing an allegorical account of his campaign experiences, and called it *1,000 Liars*, implying that that number of his friends had promised to vote



EUGENE E. SHAFFER

County Auditor for eighteen years; a leader in all movements for civic advancement

for him and failed to do so. In this book the characters are real, but masquerade under fictitious names. His own identity is concealed under the name of Captain James Edward Bings. The book is amusing and full of a cheerful philosophy; it is now out of print and quite scarce. Its dedication was "To the immortal ninety-eight" who had voted for him.

The election of 1895 resulted in the re-election of Mayor Carlson, running independently. The opposing candidates were:



JOHN H. FERRY
Recorder



LEWIS R. KIRBY
District Attorney



M. M. MOULTON
Assessor



W. H. FRANCIS
Clerk

A GROUP OF COUNTY OFFICIALS

W. A. Sloane, Republican; Charles S. Hamilton, Democratic; and Daniel Stone, People's Party. The *Union* of April 3d made the following comments on the result:

The total vote polled yesterday, 3297, shows better than words how hotly the battle was fought, yet in spite of the many conflicting factions there was no special outward excitement, and at many of the polling places there were no hangers-on. The total vote of the city last November was 3327, while this year's vote on the municipal election only is but 30 behind. All sorts of reports were current as to what was to be expected, and bets were made on all subjects; but nothing was more clear than that everybody was at sea as to the result. The strength of the A. P. A. vote, the meteoric quality of the Carlson element, the water question, the civic federation movement, and personal considerations were some of the disturbing factors, and these left their mark on the result. Not any single party element can claim the victory and none is left entirely without something to show for its work.

In 1897, C. F. Holland was the Democratic and Non-Partisan choice for mayor, and D. C. Reed was the Republican candidate. The *Union*, however, which had heretofore supported the regular Republican nominees, refused to support Reed, giving as a reason his affiliation with the Municipal Ownership Club, which, it alleged, was backed by the San Diego Flume Company. The *Union* also opposed Mr. Holland, alleging that he was the original choice of the Flume Company and that the Non-Partisan organization was an outgrowth of the Municipal Ownership Club. It therefore gave its support to Major Henry Sweeney, an independent candidate. Carlson ran again and there was also a Populist ticket, headed by A. C. Mouser. In the result, Reed came in first, Holland second, and Carlson third. Mouser and Sweeney each received a few votes, also George D. Copeland.

An interesting question was raised in this campaign as to the eligibility of Major Sweeney, who was a retired army officer. It was claimed that for this reason he was ineligible, but the *Union* disputed this, alleging that the question had been raised and settled in other cases, and that there was no bar to his holding the office, if elected.

In the election of 1899, the question of municipal ownership of the water system cut considerable figure. The candidates for mayor were: D. C. Reed, Republican; Edwin M. Capps, Democratic; and John A. Helphingstine, Socialist Labor party. The battle was really between the Flume Company and the Southern California Mountain Water Company. According to the *Union*, the Flume Company was doing its best to thwart the work of Babcock's company by lawsuits, etc., and was now trying to put into the mayor's chair a man known to be violently

opposed to Babcock. Capps was city engineer at the time of his nomination and had repeatedly rejected portions of the work of the Moreno system. The Mountain Water Company preferred Reed, who was not unfriendly to them, to Capps. Capps was elected by 221 votes over Reed, and Helphingstine received 70 votes.

In 1901 the contest was between Frank P. Frary, Republican, Patterson Sprigg, Democrat, and Frank Simpson, Social-



CHARLES S. HARDY

Who ranks among the foremost merchants, and who created the most powerful political organization in the city's history. Characterized as "Boss" by his opponents, recognized as leader by his followers, his supremacy on the hard-fought field of politics is unquestioned by either

ist. Frary was elected; the vote: Frary, 1,674; Sprigg, 1,000; Simpson, 157.

In 1903, Mayor Frary was renominated by the Republicans, James E. Wadham was the Democratic candidate, and Frank Simpson the nominee of the Socialists. The Democrats adopted a platform which contained some advanced ideas, particularly in relation to public ownership of gas and electricity and the development of the pueblo lands with a view to producing

income and thereby providing for "progress without taxation." The large Republican majority was not entirely overcome, but was materially decreased, the vote being as follows:

Frery, 1,469; Wadham, 1,312; Simpson, 219.

The election of 1905 marked the rise of the "anti-boss" spirit in the Republican party and emphasized the demand for an extension of the principle of public ownership in relation to the water supply. Captain John L. Sehon, a retired army officer, had become a conspicuous leader of the reform element by his independent course as a member of the council, and was generally regarded as the logical candidate of those opposed to the Republican organization. Nominated by the Independents and endorsed by the Democrats, he made a vigorous campaign, which aroused an equally vigorous opposition by the Republicans, who selected Danville F. Jones as their candidate for mayor. The Socialists nominated W. J. Kirkwood.

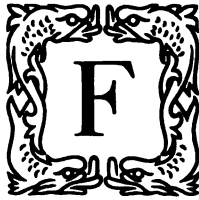
The Jones-Sehon campaign was marked by one incident of peculiar interest. This was the controversy over the eligibility of a retired army officer for civil office. The case was elaborately argued in the newspapers by prominent lawyers, who were about equally divided on the legal question involved. Captain Sehon was elected by a decisive majority, but his friends believed an effort would be made to prevent him from taking office. The event proved that they were not mistaken, as proceedings were instituted in the superior court. The mayor-elect disappeared from the city and could not be found by the officers who wanted to serve papers in the suit. He returned just before midnight in the last moments of Mayor Frery's expiring term, and, at the first minute of the term to which he had been elected, entered the city hall, took forcible possession of the executive offices, and proclaimed himself mayor of San Diego.

The city awakened the next morning to learn that the man whom it had chosen as chief executive was in full possession of the municipal government and that nothing but ouster proceedings could now defeat the popular will. The case was bitterly fought through all the courts. The superior court decided against the mayor, but was overruled by the court of appeals. The supreme court of California sustained the court of appeals, so that Mayor Sehon remained in peaceful possession and proceeded to give the city what is generally regarded as the most notable administration in its history. The mayor's conduct at the time of the *Bennington* disaster and the San Francisco catastrophe won the approval of his bitterest opponents, while his management of public affairs was heartily commended at the end of the first year of his administration by the newspaper which had most earnestly opposed his election.

The vote: Sehon, 2,018; Jones, 1,376; Kirkwood, 483.

CHAPTER III

LATER JOURNALISM AND LITERATURE



FROM 1860 to 1868, San Diego was without a newspaper or other periodical of any kind. The laying out of Horton's new addition and the fear that the population might be attracted that way caused the people of Old Town to bestir themselves. In the spring of 1868 Philip Crosthwaite paid a visit to his sister, Mrs. Wm. Jeff Gatewood, at San Andreas, in Calaveras County. Colonel Gatewood was publishing the *San Andreas Register*, and the desire to have his sister near him and at the same time to do something for Old Town prompted Crosthwaite to propose that he should remove his newspaper plant to San Diego. The proposal interested Gatewood so much that he came to San Diego and investigated the conditions. He found the San Diegans responsive to his desires; they gave him subscriptions and advertising contracts which he felt would justify the venture; and, liking the place, he determined to make the change.

Returning to San Andreas, he formed a partnership with Edward W. Bushyhead, who had been his foreman, and also employed J. N. Briseño. When the paper was issued, however, Briseño's name appeared as publisher and Bushyhead's did not appear at all, because Bushyhead, upon his arrival, was not impressed with the town or the prospects of the new venture and was unwilling to have his appear; but the paper was really owned by Gatewood and Bushyhead, and Briseño was only an office boy. Gatewood came on to San Diego overland, leaving Bushyhead to pack up and ship the outfit and follow by steamer. The outfit arrived about the 19th day of September and quarters were found in a frame building belonging to José A. Altamirano, next door to the parsonage, at Old Town. There was an old Washington hand press and a very good assortment of type. By the 3rd of October they were sufficiently settled to be able to issue a prospectus. A copy of this interesting paper follows:

To the Public:

On Saturday next I will issue the first number of *The San Diego Union*. Those who wish to advertise will confer a favor

upon me by sending in their advertisements as early next week as possible. In order to insure an insertion on the first page of the paper, the copy must be handed into the office by next Tuesday night. I presume that the business men of San Diego appreciate the advantages of advertising, and will therefore accept with avidity the opportunity now offered them.

I will be thankful for any local item of general or special importance, and particularly request to be furnished with names of vessels arriving and departing from our harbor, and with all matters of importance to shippers.

From those who purpose farming I will be pleased to learn the character of crop they intend planting and the probable quantity of acres they will cultivate. I respectfully invite from all branches of business such communications as will tend to advance the multifarious interests of San Diego county, and promote the general prosperity of our citizens.

Neither political tirades, nor personal abuse will find place in the columns of the *Union*. As my object—and such is my agreement with my patrons—is to publish to the world the advantages of the harbor, climate and soil of this vicinity, I hope that no imposition, exaggeration or prevarication will ever be tolerated by those who may afford local information to the *Union*. In my humble judgment they need no such subtleties; but the plain, unvarnished *truth* of our harbor, climate and soil is all that need be told, to insure the wonder and win the admiration of the world.

As the *Union* is to be politically neutral, I know of no way by which I can prevent the expression of my political predilections except by steering entirely clear of politics, therefore, the *Union* will maintain politically a wise and masterly silence.

For the many favors I have received at the hands of the citizens of San Diego I return my sincere heartfelt thanks, and only bespeak of them the same kindness, courtesy and consideration for my little pet, to be born on next Saturday.

WM. JEFF GATEWOOD.

The first number of the *Union* came out, as announced, on October 10, 1868. It was a four-page 6-column quarto sheet, contained 15½ columns of reading matter, and was well set up and printed. In his salutatory, Colonel Gatewood said of his paper:

Its influence shall be used in urging the people to lay aside the animosities engendered within the last few years, and so sedulously fostered by the selfish political aspirants of the present day—to foster and encourage fealty to our political institutions—obedience to the laws of the country, and charity towards all mankind. . . . We . . . pray that our lives may be spared to see the waters of our bay fretting beneath the burdens of busy commerce—to hear the shrill whistle of the iron horse as it spurns the sand of the desert—toils over the mountains and shoots through the valleys in its flight from the Atlantic, to meet in our harbor the rich cargoes from the ancient Orient—to see our bay surrounded by mammoth manufacturing and mercantile houses, princely residences, domes

and spires of churches and schools of learning—the streets teeming with a prosperous and industrious people, and our lovely valleys lifting to our genial skies flowers and fruits, in tints as varied and gorgeous as our incomparable sunsets.

In the first two years of its existence, the *Union* had a hard struggle. The subscription list was nearly a thousand, which was very good for the time, but the advertising patronage was entirely local and not very remunerative. In May, 1869, Gatewood sold out to Charles P. Taggart, and the style of the pub-



WM. JEFF GATEWOOD

Founder of the *Union* and a notable lawyer in the early days of the Horton period

lishers became Taggart & Bushyhead. Mr. Bushyhead says that the prosperity of the paper dates from the time that Taggart came into the establishment. He was a "rustler" and brought in advertising and subscriptions which placed the paper, for the first time, in a fairly prosperous condition. But Taggart had other interests which shared his attention, and he soon dropped the *Union*. He sold out to Frederick A. Taylor, late of San Francisco, who took charge on January 1, 1870. At the

time, it was stated that the *Union* was prosperous, and this is attested by the fact that on the 20th day of January it was enlarged to seven columns. Another change was announced on May 12th, when William S. Dodge succeeded to Taylor's interest, and the firm became Dodge & Bushyhead.

By this time, Horton's Addition was making considerable progress and had begun to threaten the supremacy of the old town. The *Bulletin* had been started there the preceding August, and was enjoying a large share of the new prosperity—a prosperity from which the *Union* was excluded by reason of its location. Gatewood had been the attorney for the people of Old Town in the contest over the removal of the county seat, and



J. N. BRISEÑO

Who was employed by Gatewood and whose name appeared as the first publisher of the *Union*

the *Union* had supported their side of that contention. But the proprietors concluded the fight was a losing one, and, in the midst of the fray, abandoned the old town and removed to the new. One of the inducements for this change was an agreement on the part of Mr. Horton to give the paper his exclusive advertising patronage, so long as it remained in its new location and helped to build up that part of the town. This was one of the severest blows the friends of Old Town suffered, although it cannot be said that it influenced the final result, as the question was already in the courts awaiting decision.

The *Union* announced its intention to move, on June 23, 1870, and the following number, June 30th, was the first one issued

in Horton's Addition. The new office was in a building at the southeast corner of Fourth and D Streets. That location was then thought to be quite out of town, the only other buildings in the neighborhood being the little Methodist church across the street, and the "Era House," later called the "Occidental." The foundations of the Horton House were then being laid.

On September 22, 1870, Dodge retired from the *Union* and was succeeded by Douglas Gunn. Gunn had been employed for



EDWARD W. BUSHYHEAD

One of the early proprietors of the *Union*, who also served as sheriff and chief of police

some time on the paper as reporter and printer. He was a man of ability, enterprise, and courage, and the effects of his work were soon manifest. On December 8th following his assumption of the editorship, the *Union* published President Grant's message in full, having received it by telegraph, and called it "a piece of newspaper enterprise never before attempted by any 'country paper' in the United States." The like had certainly never before been done in San Diego. On March 20, 1871, the *Daily Union*, the first daily paper in San Diego, was issued. At that time only two daily papers were published in Southern Cal-

ifornia; these being the *News* and the *Star*, of Los Angeles, and the *Union* was the third. Ten days later, the weekly was enlarged to eight columns, and became the largest weekly paper south of San Francisco. In the latter part of the following April, John P. Young (now editor of the San Francisco *Chronicle*) was employed as business manager.

Those were strenuous days for Bushyhead & Gunn. A competent writer says: "We do not believe that two men ever did more intensely hard work, for smaller compensation, than the publishers of the *Union*. The first year of its existence it [the daily] spent about \$1,200 for telegraphic news, the next year about \$2,000," etc. Mr. Bushyhead does not recall that, as a whole, they were poorly paid; he relates that he and Mr. Gunn were able to put away \$1,500 each in bank every month at that period. The partnership of Bushyhead & Gunn lasted nearly three of the busiest and most fruitful years of the life of the new town. Circumstances induced the former to retire in June, 1873. He received \$5,000 in cash for his half interest, and Mr. Gunn became sole proprietor. A month later, the daily was enlarged to twice its former size. These were in the palmy days of San Diego's first boom—the "Tom Scott boom"—and the collapse of that excitement, naturally enough, hit the paper hard. The circulation of the daily continued to grow, but its advertising patronage declined and for a few years its struggle was a hard one. In 1877, Mr. Gunn stated that for four years he alone had performed the entire editorial work, local reporting, and news editing. It was one of his gifts to be able to write rapidly, clearly, and under pressure. Probably few men could have stood the strain under which he labored.

By the year 1878, conditions had so far improved that the *Union* began to benefit by the reaction. On the first day of June, the office was removed to Sixth Street, one door below where the postoffice was then located. Several quiet but fairly prosperous years followed, and in July, 1881, the paper was again enlarged and the first steam printing press in San Diego set up for its use. Five years later, it was again enlarged. On August 3, 1886, Mr. Gunn retired and the paper passed into the hands of the San Diego Union Company. The manager of this company was Colonel John R. Berry, and his associates were William Collier, now living at Riverside, and J. Russell Smith. Colonel Berry had been city editor of the *Union* about two years, and now assumed editorial charge of the paper.

Mr. Gunn retired to devote himself to his business interests. Under his editorial management of almost sixteen years the paper had grown up with the town and had played an important and vital part in its development. Soon after, he built the

Express Block, and in 1889 was chosen and served as the first mayor of San Diego under its new charter.

Three or four months after the new company took charge, Hosmer P. McKoon acquired an interest, and, a little while after that, Bryant Howard and E. W. Morse came in. In February, 1888, there was a white paper famine which now seems amusing. The *Union* appeared for a time printed on paper of many colors, dirty white, terra cotta, and bright pink. In the following May, cards were issued inviting the friends of the paper to call and witness the operation of its new double-cylinder Hoe printing press and feeders. Whole page descrip-



OFFICE OF THE *UNION*
At Sixth and F Streets in the '70's

tions were given, with large cuts of the new press. In June, 1888, John C. Monteith became owner of part of the stock and assumed the business management of the paper. In the fall, Howard M. Kutchin became business manager and a few months later editor, and so continued till June, 1889. In December of the year 1888 the *Union* company purchased the *Daily Bee* from Harry A. Howard, Thomas Fitch, and their associates, and merged the two papers under the title of the *San Diego Union and Daily Bee*. In the following year, Berry parted with his interest in the paper to the Monteiths. Berry went to Ohio

and was gone a few months and upon his return took charge of the paper again in association with Andrew Pollock.

In 1890 Colonel Berry was appointed collector of the port, and soon after his appointment sold out to the Messrs. John D. and Adolph B. Spreckels, who were then represented here by E. S. Babcock; and these gentlemen have ever since been the owners and publishers of the *Union*. August 1, 1890, Thomas Gardiner, one of the founders of the *Sacramento Union* and of the *Los Angeles Times*, was appointed manager of the paper,



JOHN R. BERRY

Who served at different times as editor of the *Union* and who was colonel of the Seventh Regiment, National Guard, during the Spanish War

and served in that capacity until his death nine years later. On June 19, 1899, James MacMullen became general manager of the *Union* Company, and is still its manager. March 8, 1900, the *Union* purchased the plant of the *Morning Call* (formerly the *Vidette*), and on September 27, 1901, it became the owner of the *Evening Tribune*, which had been established since December 21, 1895. The publication of the latter has been continued. It is one of the two evening papers now published in the city.

On the 30th of November, 1901, the editorial, press, and business rooms of the papers were removed to the old Horton bank building, on the southwest corner of Third and D Streets, which has since been known as the *Union* building. Spreckels Brothers recently purchased land adjoining this building on the south and west, tore down the old building, and erected in its place a large, modern six-story business block, which will provide for the *Union* company better quarters than any other



JAMES MACMULLEN
General Manager of the *Union*
and *Tribune*



EDMUND F. PARMELEE
Advertising Manager of the *Union*,
who has been longer in continuous service
than any other member of the newspaper
corps.

newspaper south of San Francisco. The papers have also been provided with new presses and up-to-date facilities in every department.

James MacMullen is now general manager of the *Union* and *Tribune*. George S. Bates is editor of the *Union*, as he has been for many years. Walter T. Blake is editor of the *Tribune*. Edmund F. Parmelee has been advertising manager of the *Union* since January 1, 1888, a longer continuous service than any other man in San Diego in a similar position. He is thus dean of the newspaper corps.

These two papers support the regular Republican organization. They have been developed into valuable and influential properties with the growth of the city, and afford their patrons a live and satisfactory service. The *Union* has a complete file of its issues, from the beginning, in a good state of preservation—a mine of inexhaustible interest and value to the historian and writer.

The pioneer editor and publisher of Horton's Addition was William H. Gould, who began the publication of the *San Diego Weekly Bulletin* on August 21, 1869. It was a four-page six-column paper. In this first number Mr. Gould expressed the



WILLIAM H. GOULD

The pioneer editor and publisher of Horton's Addition

opinion that: "There is nowhere on the globe a finer field for newspaper enterprise and the exercise of newspaper power than exists today in our young and growing city of San Diego."

The paper was enlarged to seven columns in December, and in the following June Major Ben C. Truman purchased a half interest and became editor and business manager. In July, 1871, W. H. Ogden became editor, Truman remaining as business manager. At the end of that year Major Truman's connection with the paper ceased. On February 13, 1872, the first number of the *Daily Bulletin* appeared. It was a small sheet of five columns and four pages. In the following month W. W. Bowers became the business manager and D. T. Phillips became editor of the *Bulletin* in June. The paper was soon after sold

to Colonel Gatewood, who took over the entire plant and began issuing a new paper, called the *World*. The last number of the weekly *Bulletin* was July 13th, and of the daily, July 23, 1872.

The *Bulletin* was established by the friends of New San Diego to counterbalance the influence of the *Union* at the rival town. The *Union* "coppered" this move, however, by removing to Horton's Addition, and, having secured Mr. Horton's exclusive patronage, the *Bulletin* proved unprofitable and soon languished. It began as a Union Republican paper, but a year later became



MAJOR BEN. C. TRUMAN



JOSEPH D. LYNCH

Two journalists identified with San Diego in early Horton days and during the great boom

straight Republican and continued so. There is a complete file of this paper in the public library, presented to it by Mr. Daniel Cleveland.

Will H. Gould left San Diego in 1874 and had a checkered career afterward. He established papers at San Bernardino, Los Angeles, and other places, none of which lived long, and was connected with the *San Diego Bee* in 1887-88.

The first number of the *Daily World* was issued July 25, 1872, and the weekly two days later. The daily was a small quarto

sheet, with four pages of five columns each, and the weekly was a large four-page sheet of seven columns. There were elements of fitness in Colonel Gatewood's being its editor and proprietor. The paper which he had founded (the *Union*) was now a Republican organ, while he was a Democrat; and many people thought that the time was ripe for an opposition paper. J. N. Briseño, an old employe of Gatewood on the *Union*, acquired an interest, in August. In October, the daily was enlarged to four full-size



JACOB M. JULIAN

Associated with N. H. Conklin as editor and proprietor of the *San Diego World* in 1874; later, editor of the *Daily News*

quarto pages of six columns each, and in December the office was removed to the south side of D Street, between Second and Third, in what was formerly called the Stockton House.

Joseph D. Lynch succeeded Gatewood as editor, and, in the fall of 1874, the paper was acquired by Jacob M. Julian and N. H. Conklin. Both were newcomers, from Warrensburg, Missouri, where they had been associated in the publication of a weekly paper. They continued to publish the *World* a year or two and then it was merged with the *News*, published by Julian & Co.



CHAS. W. OESTING
President State Board of Harbor Commissioners.



M. A. GRAHAM
President Board of Public Works.



DR. D. B. NORTHRUP
County Physician.



HOWARD M. CHERRY
County Auditor.



New home of the San Diego Sun Publishing Company, Seventh and B Streets, one of the most complete newspaper buildings in the United States:



HORACE E. RHOADS

Vice-President and Business Manager of the San Diego Sun Publishing Company since November, 1906.

Mr. Julian began the publication of the *San Diego Daily News* in 1875, and continued it until April 9, 1882, when it was purchased by the *Sun* company.

The *Sun* first appeared on July 19, 1881. Mrs. Charles P. Taggart originated the enterprise. Horace Stevens, Fred C. Bauer and Robert Campion served as editors or managers.

Mrs. Taggart disposed of her interest to A. Wentscher, Edwin Parker, Horace Stevens, Dr. T. C. Stockton and C. P. Gerichten. The first office of the *Sun* was in a small frame building on the east side of the plaza, where the Schmitt Block now stands.

In 1886 Warren Wilson of San Bernardino purchased the *Sun*, and in December of the same year the paper was established in the *Sun* building on the Plaza, built by him and now owned by Nathan Watts. In February, 1889, Wilson sold the *Sun* to Walter G. Smith, now of Honolulu, and W. E. Simpson, the money being furnished by the California National Bank. The purchasers turned the property back to the bank in January, 1891, and Dr. D. Gochenauer was appointed general manager. The failure of the California National Bank in November of that year resulted in the *Sun* being thrown upon the market, when it was again purchased by Warren Wilson, who in turn sold it on June 3 to Paul H. Blades and E. C. Hickman, the money being furnished by E. W. Scripps, the millionaire newspaper publisher. Mr. Scripps had just come to San Diego from his home in Cincinnati, on a visit, and was persuaded to invest in the *Sun* at the request of his cousin, the late Mrs. Fanny Bagby Blades. From this nucleus has grown the entire Scripps league of western newspapers, now covering every important city on the Coast.

In November, 1892, the *Sun* purchased the *San Diegan*, being merged under the title of *San Diegan-Sun*. With the *San Diegan* was secured the services of Mr. F. D. Waite as editor, who until recently remained as editor of the paper, and is still a member of the staff as associate editor.

The *Sun* has had various business managers, most of whom are now identified with the Scripps properties on the Pacific Coast and elsewhere. In March, 1901, Mr. Scripps purchased the interests of Blades and all others in the *Sun*, and transferred a half ownership to himself and the other half to Mr. W. H. Porterfield, which ownership has continued to the present time. For several years past Mr. Porterfield has been engaged in the management of other Scripps properties in Northern California, and the active business management of the *Sun* has devolved upon H. E. Rhoads. Mr. C. A. Mc-

Grew, formerly of the *New York Times*, is editor. The *Sun* is independent in politics, with Democratic leanings in national campaigns. Early in this year (1908) the *Sun* Company moved into its new home, a handsome brick building on Seventh and B Streets. As illustrating the growth of San Diego, the statement is made that the *Sun's* business has quadrupled in the past five years.



W. H. PORTERFIELD

President and General Manager of the *San Diego Sun* Publishing Company

The *San Diegan* was established by J. M. Julian, E. J. Bacon, and Julian Regan in 1885, as a Democratic organ, and four years later sold to Chaffee, Sullivan & Waite, who remained the owners until the consolidation with the *Sun* in the fall of 1892.

The next paper established, in point of time, was the *Daily and Weekly Bee*. The *Bee* Publishing Company was incorporated in November 1887, by Wm. F. Hutton, Will H. Gould, Thomas J. McCord, Harry A. Howard, and Thomas L. Fitch. The company had been organized in the spring by Messrs. Benjamin & Cothran, and had for its editors a Mr. Zeigenfuss, and



WALTER T. BLAKE
Editor of the *Tribune*



F. D. WAITE
Associate Editor of the *San Diego Sun*

Mrs. Clara S. Foltz. The *Bee* was a live paper, while it lasted. It was absorbed by the *Union*, in December, 1888.

Thus far this story of the files is that of the papers which are either still in existence, or have been absorbed by other papers yet published. A number of other papers—exactly how many it is really impossible to say—were started at different times, but permanently suspended publication. A list of some of these

is given farther on. The most important of these was the *San Diego Vidette*, a daily and weekly paper established by D. O. McCarthy, August 6, 1892. From December 1, 1894, to March 7, 1895, Harr Wagner leased the paper, after which the founder again became managing editor and J. Harvey McCarthy business manager. In 1899, it was leased for a short time to B. A. Stephens, T. Spears, and Frank Gregg, in succession. In January, 1900, the name was changed to the *Morning Call*; and in the following March the *Call* suspended publication and the *Union* bought its plant. The motto of the *Vidette* was: "Thrice armed is he whose cause is just." It was a live and vigilant paper, independent and fearless, which attacked wrong and corruption wherever found.

In the way of periodical literature, the first ambitious effort was that of Harr Wagner, when he removed the *Golden Era* monthly magazine from San Francisco to San Diego, during the boom. It was established at San Francisco in 1852. The plant arrived at San Diego early in March, 1887. It was intended to change the name to the *Coronado Illustrated Magazine*, and public announcement was made of that intention; but for some reason the plan fell through, and the magazine continued to be published as the *Golden Era*. In the fall the *Golden Era* Company was incorporated, by Harr Wagner, J. D. Wagner, E. C. Thorpe, C. E. Maxwell, and G. C. Berlew. It was a magazine of fiction, travel, and general literature, and the oldest illustrated magazine on the Pacific Coast. It was the literary journal of the Southwest and had a number of notable contributors, among whom were Joaquin Miller, Madge Morris (Mrs. Wagner), Rose Hartwick Thorpe, and others. It was published in San Diego until March, 1895, when it was again removed to San Francisco, and soon after changed to the *Western Journal of Education*, under which name it still continues, with Mr. Wagner as editor-in-chief. While here Mr. Wagner engaged in a varieties of activities connected with education—was superintendent of schools, connected with the San Diego College of Letters at Pacific Beach, etc.

The next important venture in this line was the *Silver Gate*, established in January, 1899, by James A. Jasper. Sixteen numbers in all were issued, the last one being for April, 1900. It was devoted to local statistics, current politics, articles on climate, horticulture, etc., and also contained views, maps, and portraits of value. With the September number, 1899, it absorbed the *Mother's Club Magazine* (a monthly started February 1, 1899), and the "Mother's Club Notes" formed a department of the magazine until it suspended. It also had for a time a depart-

ment edited by the Woman's Relief Corps. The back numbers of this magazine are highly prized.

The *West American Scientist* was established by C. R. Orcutt, December 1, 1884, and he is still the editor and publisher. It is the organ of the San Diego Society of Natural History and was the first scientific publication established on the Pacific Coast. It has at different times absorbed a number of other similar publications and its files contain matter of great value.

The *Western Magazine* issued three numbers—August, September, and October, 1906. It was the most ambitious example of periodical literature ever undertaken in San Diego, and its early demise was a matter of sincere and widespread regret.



HARR WAGNER



MADGE MORRIS (MRS. WAGNER)

Who published the *Golden Era*, a literary magazine, in San Diego from 1887 to 1895

The following is a list of newspapers and other periodicals known to have been started in San Diego from time to time. All these periodicals are now defunct, unless otherwise stated.

In May, 1885, D. P. St. Clair started the *San Diego Californian*, and published it about two months.

In 1887, the Bennett Brothers established a paper which they call the *News* (Julian's paper of the same name having been absorbed by the *Sun*, five years before). It was issued as a daily for six months, and then removed to Ensenada, in Lower California.

The *Deutsche Zeitung*, a weekly, was established by Charles F. Kamman, in 1887, and is still published.

The *Free Press*, a tri-weekly, was published by J. G. Overshiner in 1887.

The *Semi-Tropic Planter*, devoted to agriculture, was published by Cooke & Hufford, in 1887. C. R. Orcutt afterward became its editor.

The *Coronado Evening Mercury* was established May 16, 1887. It was an evening daily, published at *Coronado* by Kimball, White & Co., and later became a weekly issued by F. E. A. Kimball.

The Southern California Information Agency (Augustus Merrill, manager), issued the *Southern California Informant* in the latter part of 1887. It purported to be "a journal of reliable information and just criticism."

The first issue of the *Echo* was December 3, 1887. It was a critical and humorous weekly.

R. H. Young issued the *Pacific Beach Magazine* in 1888. It was subsidized by the Pacific Beach Company and lived about a year, expiring with the boom.

The *Beacon* was a small weekly published in 1889 by Sigismund Danielwicz, devoted to the discussion of social ethics.

The *Clipper* was established in 1889, by the Bayside Publishing Company. It was a weekly, edited by John C. Monteith.

The *Great Southwest*, edited by R. H. Young and devoted to horticulture, was issued in 1889.

The *Dart*, a prohibition paper, was first issued August, 1888.

Zoe, a biological journal, was established by Mrs. Katherine Brandegee, in 1890.

The *Review*, a weekly publication by Birdsall & Van Haren, was started about March, 1890. It was devoted to the interests of the National Guard, "society, current comment, and education."

May 10, 1890, appeared the *San Diego Republic*, published every Saturday by Stephens & Harris.

The first number of the *Spiritual Times Magazine* appeared November 1, 1890. Later, the name was changed to the *San Diego Times Magazine*. The editor was William Alfred Rugg.

The *San Diego Advertiser* was founded by E. N. Sullivan, July 25, 1891. It is now the *San Diego News*, a weekly.

The *Seaport News* was first issued September 3, 1892, and it was the successor of the *Coronado Mercury*. It was a weekly journal. At the time of the change, T. D. Beasley assumed a half interest in the paper.

The *National Popular Review* was first issued, July 1, 1892. It was a monthly magazine devoted to medical subjects, and called *An Illustrated Journal of Preventive Medicine*. It was

published in Chicago and San Diego, by J. Harrison White, and edited by Dr. P. C. Remondino.

In 1893 the *South California Farmer* was published by J. S. Richardson. It was devoted to horticultural interests.

Out of Doors for Woman was the title of a publication begun in November, 1893, by Dr. Olive L. Eddy Orcutt.

The *San Diego Real Estate Journal* was started in 1895. It was a weekly, edited by R. H. Young and managed by W. H. Porterfield.



WALTER GIFFORD SMITH

Author of *Story of San Diego*, an interesting historical sketch

The *Philosophical Journal* was established in 1865 and was formerly issued at Chicago under the name of the *Religio-Philosophical Journal*. It was removed to San Diego in 1896 and remained until December of that year, when it was removed to San Francisco. It was a monthly.

The *Weekly Drift* was first issued April 17, 1897, by W. A. Rugg, editor.

The *San Diego Chieftain* was published in 1901 by John A. and Edgar B. Helphingstine. It was a social Democratic weekly.

The Bulletin was a small "woman's own" paper, published late in 1901.

The *San Diego Open Court*, a fortnightly magazine, was established September 1, 1901.

Wealth was published twice a month by Ralph Elliott Field, beginning in November, 1903.

The *San Diego Co-operator* was the organ of the Rochdale Company; the first issue appeared January 1, 1904.



ROSE HARTWICK THORPE

Author of the famous poem, "Curfew Shall not Ring Tonight," who resides at La Jolla

The *San Diego Herald* was established October 6, 1905, under the name of the *San Diego Tourist Informant*, and under the management and editorship of B. J. McDowell. In December, 1905, George H. Hazzard became the editor. In 1907 the paper changed ownership and R. Beers Loos became editor.

The Mirror was established January 1, 1906, and is an illustrated weekly of industrial character. A. G. Stacey is the editor and publisher.

The Harbor Light was published quarterly in the interest of the floating Endeavor work; Mrs. W. W. Young, editor.

San Diego Bay Region Resources was a monthly published by Burgess, Moore & Co., on lines similar to *California Resources*, of San Francisco.

C. R. Orcutt has been connected with the publication of quite a number of periodicals. Besides the *West American Scientist*, which has been mentioned, and which still continues, and the *Semi-Tropic Planter*, which he took over from Cooke & Hanford, he has established the following publications:



WILL H. HOLCOMB

Who has touched the life of San Diego at so many points—political, religious, legal, fraternal, business and financial—that it is difficult to classify him. A man of marked literary gifts, he came originally with the purpose of writing a history of the city and region. He contributed extensively to descriptive literature concerning San Diego County

Young Men's Journal, a religious weekly in the interest of the Y. M. C. A., 1887; *San Diego Magazine*, April 1, 1888; *The Work*, October, 1889, also in the interest of the Y. M. C. A.; *Old Curiosity Shop*, 1881; *Science and Horticulture*, March, 1891; *Golden Hints for California*, November, 1891; *California Art and Nature*, December, 1901; *Presbyterian Herald*, a weekly church paper, 1901; *The Manzanita*, or *Lower California Magazine*; *California Trees and Flowers*, and *Western World*.

Besides all these, San Diego has had *The Coronado Argus*, the *Sunday Telegram*, the weekly *County Reporter*, the weekly *Neuigkeiten*, the weekly *Argosy* and the weekly *Enterprise*; and among live periodicals are: the *San Diego Weekly News*, the *New Century Path*, and the *Raja Yoga Messenger*, the two latter being published by the Theosophical headquarters at Point Loma.

In 1883, W. W. Elliott & Co., of San Francisco, published their *San Diego County Illustrated*. It is a thin quarto with quite a number of views, maps, and portraits, and contains considerable fragmentary information. But its contents are largely of the "write-up" order, and as a history it is scarcely to be taken seriously.

One of the duties of Douglas Gunn, while editing the *Union*, was to write the annual review of the progress of city and county. In 1885, these articles were gathered up and issued in pamphlet form. A year later the work was revised and enlarged, and more than 35,000 copies sold. This success doubtless had a good deal to do with inducing Mr. Gunn to undertake the preparation of a more ambitious work after his retirement from the *Union*, in August, 1886. His own tastes would also naturally lead in the same direction. He spent some months collecting and arranging additional material, and in February, 1887, employed Herve Friend, representing the American Photogravure Company, to make the views for his book. October 2, 1887, the *Union* began the publication of the advance sheets of his new work, and the book itself appeared soon after. It was entitled *Picturesque San Diego, with Historical and Descriptive Notes*, printed by Knight & Leonard Co., Chicago, and bound in heavy morocco with gilt edges. Although there were but 98 numbered pages of reading matter, there were 72 full-page illustrations of a very superior character, and the whole made a rich volume. The work was not intended, primarily, as a history, but rather to provide an appropriate setting for an up-to-date statement of the resources and advantages of the city and county. Mr. Gunn was a clear and forcible writer and it can fairly be said that he achieved his chief object. His historical outline, too, although brief, is painstaking and shows wide reading and information. The venture proved a heavy loss to Mr. Gunn, however.

In early days, the San Diego Chamber of Commerce turned out a large number of descriptive pamphlets, some of which were prepared by competent men and are quite valuable. In 1880, this body varied its program by employing Theodore S. Van Dyke to prepare a more ambitious work, containing a more complete statement than had generally been attempted of the county's resources, together with an historical outline. The results of his labors were published in the same year, under the

title of *The City and County of San Diego*, and the eighty pages for which he was responsible justified the confidence reposed in the author. The historical outline, though brief, was accurate; and no man has ever described the county's characteristics and summed up its advantages and disadvantages more accurately or brilliantly. The latter part of the book was devoted to biographies, for which the publishers, Leberthon & Taylor, were responsible.

In 1890 the Lewis Publishing Company, of Chicago, issued their *Illustrated History of Southern California*, which contained 390 pages devoted to San Diego County, 102 of which are historical and the rest biographical. The historical section of the work was largely performed by J. M. Guinn, secretary of the Historical Society of Southern California, Los Angeles. The book is an immense one, prepared for sale by subscription, and covers too large a field to give the city of San Diego the setting to which its importance entitles it. The historical work was competently done and of considerable value.

The first attempt to write a history of the city of San Diego, apart from commercial features, was that of Walter Gifford Smith, in his *Story of San Diego*, published in 1892. It is a book of 163 pages, and undertakes to deal seriously, though briefly, with the city's history. Mr. Smith had had considerable training as a newspaper writer, and, considering the limited time training as a newspaper writer, and his book was written in a charming style.

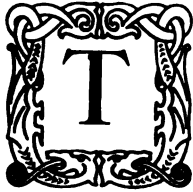
A number of newspaper writers and other bright men and women have studied the history of San Diego with fascinated interest and written sketches about it which have appeared in periodicals all over the land. Ben C. Truman was one of the earliest and brightest of these, and all the others—Will H. Gould, Thomas Fitch, Theodore S. Van Dyke, Douglas Gunn, Walter Gifford Smith, and so on—have tried it at one time or another. Will H. Holcomb came to San Diego with the intention and expectation of writing a history of the place, and went so far as to collect a large quantity of materials. Probably it was only the accident of his having a satchel full of these papers stolen which prevented his carrying out the plan. As it is, he has contented himself with writing the *Rhymes of the Missions* and a number of historical sketches for the newspapers. L. A. Wright is another writer from whose published sketches considerable information has been collected.

During his residence of six years in this city, William E. Smythe has written *Constructive Democracy* and the *History of San Diego*, revised and largely rewritten his *Conquest of Arid*

America (new edition), and contributed extensively to magazines and newspapers. In the same period he has written several elaborate government reports and prepared many formal public addresses, which have also been published.

CHAPTER IV .

THE DISASTER TO THE BENNINGTON



THE explosion on board the gunboat *Bennington*, which occurred in San Diego harbor on Friday morning, July 21, 1905, was an event of national importance. The vessel was lying in the stream at the foot of H Street, with steam up, ready to depart. The crew numbered 179 men, Captain Lucien Young commanding. The captain had gone ashore and the crew of his launch were awaiting his return at the wharf, when the boat was to leave for Port Harford to take the *Wyoming* in tow for San Francisco. At 10:33 A.M. there were two explosions in quick succession and the ship was enveloped in steam and listed to starboard. The forward and main port boilers had exploded. The explosion and escaping steam killed or injured more than half the crew. Many were blown into the water; others were penned between decks and cooked by steam; the passageways were blocked with dead and dying; the decks covered with blood and debris; and a scene of horror impossible to describe was created.

Captain Young was notified and hurried to the wharf and boarded the vessel. With him went a reporter of the *San Diegan-Sun*; and they were the first to set foot on the deck after the explosion. Boats and launches were sent from the vessels anchored near, and from the wharves. Volunteers came on board and offered their services in rescuing the living and removing the dead. They went down into the reeking hold, groping amid wreckage and blinding steam, and in a short time did everything possible. The explosion of the boilers left the blow-off pipes open and water began to come in rapidly. The danger of fire was also great, and for this reason the magazines were flooded. The water thus coming in settled the vessel in the bay and made the work of removing the bodies much more difficult. An engine was provided and placed on a lighter alongside to pump out the hold. It took three days to finish this work. On the evening of the 24th, the water was under control and the vessel having been lightened by the removal of supplies, she was towed to the Santa Fé wharf and made fast.

The dead and wounded were transferred to the nearest wharf and arrangements for their care immediately made. Mayor John L. Schon was quickly on the scene and organized the relief work with military skill and efficiency. There were comfortable beds for the sufferers, hot water, physicians, and nurses in waiting. There never was a case where so much was done in so short a time, with such magical celerity and absence of confusion and friction. The police kept back the crowd and co-operated in many ways. The doctors and nurses of the city volunteered their



THE GUNBOAT "BENNINGTON" AFTER THE EXPLOSION

services. The Agnew Sanitarium and St. Joseph's Hospital were thrown open and the injured removed there, where they were tenderly cared for until death relieved them or until they recovered sufficiently to be removed to the army hospital at the barracks.

The number of men killed outright at the time of the explosion was 51, and 9 died from their injuries, making the total deaths resulting from the disaster 60. The injured numbered 46, and only 91 escaped uninjured.

The funeral of the victims of the explosion on July 23d was observed as a day of mourning, and the citizens of San Diego did everything in their power to show their appreciation of the occa-

sion. The 47 coffins were placed side by side in a long trench at the military cemetery, and the ceremonies were of an impressive character.

There were many instances of individual heroism at the time of the explosion. Injured men worked like heroes, and saved their comrades regardless of their own sufferings. One of the men who escaped uninjured was J. H. Turpin, a colored man, who had been badly injured in the *Maine* explosion. The fortitude of the sufferers was beyond all praise.

There were rumors which gained currency at the time that the boilers of the *Bennington* were known to be weak, and that the commander had repeatedly reported this fact. The affair was passed upon, first by an investigation board under Admiral Goodrich, and then by a courtmartial, the latter body recommending the censure of Captain Young.

The *Bennington* was a gunboat and a warship of the third class. She was built at Chester, Pennsylvania, in 1889-90, and cost \$553,875. She was equipped with two screws and was schooner-rigged. She was taken to Mare Island Navy Yard to be rebuilt.

CHAPTER V

THE TWENTIETH CENTURY DAYS



NO HISTORICAL work of any value can bring its story down to the day of its writing, at least with any degree of fullness. Not only is perspective lacking, but the influence of events cannot be measured until there has been time for them to work out their results, nor can the importance of men engaged in active life be estimated until their work is finished. For this reason, the early history of San Diego is dealt with extensively in preceding pages, while its later history receives less attention as we approach the present day. For the same reason, the plan of emphasizing the old and dealing lightly with the new is followed in the closing department of the work which is concerned with "Institutions of Civic Life." It will be the work of a later historian to deal at length with the narrative of San Diego's development after it became a city of substantial size and permanent character, and he will find the materials both abundant and easy of access. But while no attempt is made to set forth with any fullness the life of the last few years, it is nevertheless interesting and important to sketch in broad outline the expansion of the twentieth century city, and to mention the more powerful influences from which its impulse was derived.

The decade between 1890 and 1900 was a negative period in the history of San Diego. By the national census of the former year, it had a population of a little less than 17,000; by the census of the latter year, a population of a little more than 17,000. The decade is memorable throughout the nation as a period of depression, a part of which was marked by acute hard times. Thus the stagnation of San Diego during those trying years was in no sense peculiar to this locality, though it must be confessed that its recovery from depression was somewhat slower than that of other American cities, and even of most of those in California. The new prosperity began almost simultaneously with the new century. It came so gradually and silently as to be almost imperceptible at first. While the enterprising men of the city were not slow to take advantage of it, and to put their energies aggressively at work in carrying it forward, it cannot be said that it took its initiative from their efforts. The

tide was rising throughout the world, particularly the world of the Pacific. San Diego rose with the tide. What were the forces behind the tide?

First of all, a series of wars quickened the demand for men and for all sorts of supplies and provisions, putting almost unimaginable sums of money into circulation through all the arteries of trade throughout the world. The Japanese fought the



LOUIS J. WILDE

Who was the strongest personal force in turning the tide for San Diego at the beginning of the new century. Coming here in 1903 and proclaiming his faith in the early realization of the city's dream of greatness, he proceeded to inaugurate important enterprises which contributed materially to the city's growth and prosperity

Chinese, the Americans fought the Spanish and the Filipinos, the British fought the Boers, the Japanese fought the Russians, and there were many other armed conflicts of less consequence. While these struggles were remote from San Diego, they set currents in motion which affected commerce and material development everywhere, especially in the regions about the shores of the Pacific Ocean. In the meantime, gold discoveries were made in Alaska and the hunt for the precious metal was renewed with

fierce energy in many different parts of the West. Then came the aggressive effort to cut the Isthmus of Panama, and to reclaim the deserts of the West. By this time the wind in the national sails had stiffened to the freshest gale of prosperity in American history.

It was natural that Southern California should collect early and large dividends from this national and even world-wide uplift of good times. Southern California has two strings to its bow—vast material resources of its own to develop, and superla-

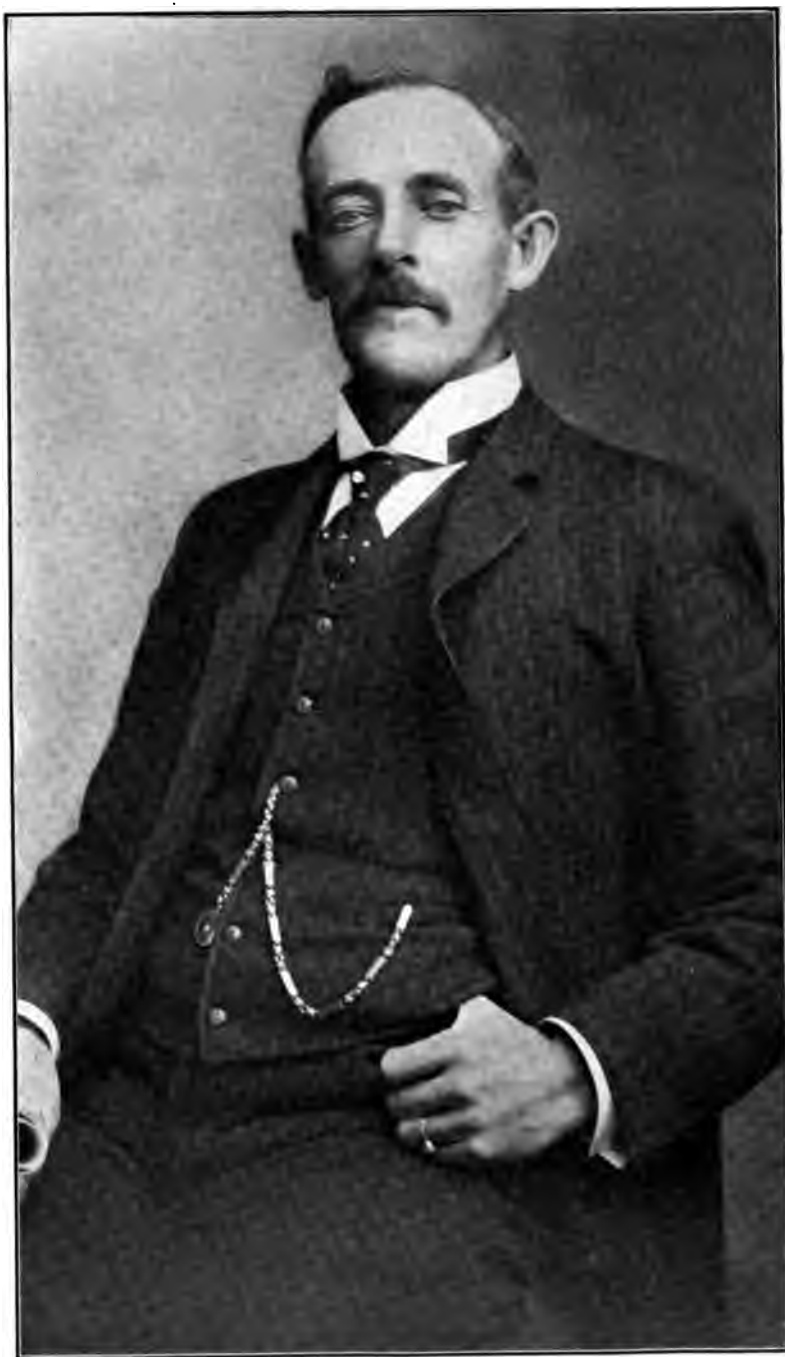


D. C. COLLIER

President of the Ralston Realty Co. A builder of University Heights, projector of magnificent improvements on Point Loma, and participant in other great enterprises; he is a man of creative instinct and substantial achievement

tive attractions which drain the profits made in other localities. Beginning in 1901, and steadily increasing with every passing year, the Southland has gone forward with leaps and bounds, developing its resources, gaining population, attracting capital for investment, and enhancing its natural attractions by the most daring creations of the architect and the engineer.

Los Angeles scored an amazing growth in consequence of these conditions, acquiring an impulse which set the entire southern section of the state in motion. If there were those who once



RALPH GRANGER

President of the Merchants National Bank, builder and owner of the Granger Block. The erection of this building in 1904-05, was an important influence in the subsequent growth of the city

thought that Los Angeles and San Diego were rivals, and that the prosperity of one could be promoted by injury to the other, recent events have clearly shown the folly of their reasoning. If the Southern Pacific had built to San Diego instead of Los Angeles, or if Scott had been able to extend the Texas & Pacific to this port, it would certainly have altered the fortunes of these two important cities. But that battle was lost long ago. Since then, San Diego has had everything to gain and nothing to lose by the rapid development of Los Angeles and its surroundings.



E. BARTLETT WEBSTER

President of the Bartlett Estate Co. and of the South Park and East Side Railway Co. A leader of aggressive enterprise in transportation and suburban development

Sooner or later, this development must extend its sphere of operations to all eligible points in the South, most surely of all to the region about the lovely Bay of San Diego. This is what happened in the first decade of the new century, and it is now so clearly apparent that Los Angeles capital freely invests in San Diego real estate. Indeed, the marked change of sentiment on this subject may be regarded as the most significant event in San Diego history during the past few years. It is an event



U. S. GRANT, JR.

The building of the great hotel, bearing the name of the soldier president, permanently identified the Grant tradition with the city of San Diego, and is regarded as the crowning service of the son to the community which he chose for his home and his field of activity

which has already borne fruit and which will bear more in the future, for it signalizes the end of clannishness in both cities and the beginning of an era of patriotic—one might almost say brotherly—co-operation in the development of the region. Striking illustrations of the tendency are seen in the investment of great sums of Los Angeles capital in land, power, and town-site enterprises in the northern portion of San Diego County, and in similar investments in gem mines, and in the lands of



M. W. FOLSOM

President Folsom Brothers Co.



O. W. COTTON

Manager Folsom Brothers Co.

BUILDERS OF PACIFIC BEACH

El Cajon Valley. The point has already been reached when any good San Diego enterprise may appeal hopefully to the Los Angeles market. Ten years ago it was very different.

Coming now to more purely local influences in forming the twentieth century spirit of the San Diegan people, the dramatic events on the Colorado River are worthy of first mention. This is said with full appreciation of the fact that the city has yet realized but meagre dividends from this unexpected development, owing to its lack of railroad facilities. In spite of this

fact, real inspiration has been drawn from this source, and if San Diego is to be a very large and prosperous city during the present century it will be because the traffic arising from the use of the Colorado River breaks down the barriers of its isolation and forces the opening of the port to the commerce of the world. A few years ago, the eastern portion of San Diego County was an absolute blank. Neither animal nor human life disturbed its primeval silence. Few gave it a thought, fewer



ED. FLETCHER



FRANK A. SALMONS

Who interested Los Angeles capital in great plans of development along the San Luis Rey, at Del Mar, in El Cajon Valley and the city, thus identifying themselves with land, power, irrigation and transportation enterprises of high importance to the community. Built Fletcher-Salmons Block, Sixth and D Streets, in 1906

still believed it would ever become an important asset of the country. Today, it is known to all that a region bigger and richer than the country of the Sacramento, or the country of the San Joaquin lies at the back door of San Diego, less than three hours by rail from the water-front—if the rail were there!

Only a few far-sighted men realize the true significance of these conditions, yet, dimly as the public has seen it, the public has yet put forth many efforts during the past few years to stretch a hand of steel from the perfect har-

bor to the Colorado River. These efforts have been almost pathetic in their eagerness, almost tragic in their repeated disappointment. The first one, at least, was carefully planned and many steps were taken successfully. The author of the plan was Major S. W. Fergusson, a man who ranks among the builders of California. He had a large part in the colonization of Imperial Valley, and it was from the standpoint of the needs of the valley that he approached the railroad proposition. He



L. L. BOONE

Located, 1886; Police Judge, 1887-88. Rendered important services in connection with the San Diego & Eastern Railroad Committee; foremost authority on San Diego harbor

interested the Chamber of Commerce and secured the appointment of a committee with large powers. This committee raised over \$40,000 in cash subscriptions to make complete surveys of a route from San Diego to Yuma. The surveys were made under H. T. Richards, chief engineer, with H. Hawgood as consulting engineer. The road was found entirely feasible, and the cost of construction and equipment estimated at \$4,573,850, or \$21,780 per mile. Rights of way were obtained over a large portion of the line with the necessary terminal property on the

water-front and franchises from the city. The San Diego-Eastern Railway Company was incorporated with the following officers:

George W. Marston, president; John E. Boal, vice-president; L. L. Boone, secretary; G. W. Fishburn, treasurer; the foregoing and U. S. Grant, Jr., Charles N. Clark, Julius Wagenheim, Homer H. Peters, H. P. Wood, and F. S. Jennings, directors.



HENRY TIMKEN

A type of the class of eastern capitalists who have come to San Diego to make their home and join the ranks of the city's builders

The company approached great railroad financiers, like E. H. Harriman, George J. Gould, Phelps-Dodge & Co., and those in control of the Rock Island system, as well as many other capitalists of lesser note. Again and again, it was believed that the success of the undertaking was assured, but each time some potent influence intervened to prevent it. C. W. French acquired the rights of the company for a time and tried to promote it, but without results. Chief Engineer Richards organized a company of his own with a view of developing a similar

project, but at this writing nothing tangible has arisen from his persistent and praiseworthy efforts. These failures did not discourage other attempts, the most notable of which was the movement organized by J. J. Simons for the purpose of having the city vote bonds and construct the road as a municipal work.

It was evident enough to those who followed the course of these futile efforts that the powerful railroad interests of the United States were not ready to co-operate in giving San Diego more facilities of transportation, and that they were not dis-



CHARLES L. WARFIELD
First President of the Realty Board



F. L. HIEATT
First President of the Commercial Club

posed to encourage others to do so, nor even to permit them to do so, if they could prevent it. This sinister influence always lurked in the background, and on some occasions was exposed to the plain view of those engaged in promotion. The inference to be drawn from these facts is by no means discreditable to San Diego. On the contrary, the opposition of these powerful interests is the best evidence of the importance of the port. Nature fashioned it for a strategic point in Pacific Commerce. Its full development in advance of absolute necessity might seri-

ously affect other ports, revolutionize steamship routes, and disturb a condition of equilibrium which has been painfully worked out by the transcontinental systems. Under such circumstances, it is by no means strange that the financial power which so largely rules the destinies of the United States has persistently opposed a direct railroad outlet for San Diego.

Though this opposition has proven effective so far as the actual construction of a railroad is concerned, there can be no



ARTHUR COSGROVE

Prominent for many years as a merchant and later as promoter of suburban development



M. HALL

Who stands in the front rank of large real estate operators

question that the San Diego-Yuma project has made decided progress in an educational way, both at home and abroad, and that the day of its realization has been brought nearer in consequence. Neither can there be any doubt that immediate advantage has resulted in other ways. The railroad agitation furnished excellent excuse for a revival, not of the boom, but of an aggressive real estate movement and of organized efforts to obtain new and wide publicity for San Diego and to inaugurate a new era of improvement, public and private. Without

doubt, much of the present impetus which is carrying the city forward may be traced to the fact that the most enterprising elements were united in the summer of 1901 in what for some time appeared like a hopeful effort to obtain better transportation facilities. In this connection, it seems worth while to mention another great undertaking which was widely exploited throughout the United States, though it has not materialized as yet. This is the Pacific Steel Company, which was incor-



CHARLES L. JOSSELYN

Who has borne an important part in civic, political and real estate movements



I. ISAAC IRWIN

A leader in commercial and public affairs

porated for \$100,000,000, and which proposed to build extensive works and employ thousands of men at National City. General H. G. Otis, of Los Angeles, became president of this company, and a great deal has been done looking to the acquisition of coal and iron properties. Whatever the final outcome, it is the testimony of those who have followed the subject most closely that the discussion of the proposition to manufacture steel on the shores of San Diego Bay proved a most valuable advertisement for the city.



E. STRAHLMANN



AUGUST SENSENBRENNER



J. P. HADDOCK



MELVILLE KLAUBER

A GROUP OF MERCHANTS

The work of Katherine Tingley and her followers at Point Loma must certainly be acknowledged as one of the contributing factors to the new era of growth. It involved a direct outlay of hundreds of thousands for the purchase and improvement of property, and for the maintenance of a considerable community within the city limits, which increased the volume of local business. It added a unique and interesting feature to the list of attractions for tourists, and lent new color to the social



U. S. GRANT HOTEL IN COURSE OF CONSTRUCTION, JUNE, 1907

life of the place. Drawing its recruits from many different countries, and distributing its periodical literature throughout the world, its value as an instrument of publicity for the city and its surroundings must be regarded as very large indeed. Moreover, Mrs. Tingley extended her work and investment to the city proper, purchasing the principal theater and establishing branches of the Raja Yoga School there and elsewhere. The fame of the Point Loma institutions has strengthened with each passing year, as the beauty of the spot has increased with each new improvement and with the growth of its trees and flowers, and there can be no doubt that the organization over which



E. J. CARTER



GRANT CONARD



I. D. ROGERS



E. J. SWAYNE

A GROUP OF REPRESENTATIVE REAL ESTATE MEN

Mrs. Tingley presides is to be reckoned as a permanent factor in the prosperity of San Diego.

The faith of John D. Spreckels in the future of the city, as evidenced by the widening scope of his enterprises and by the constant extension of his own power in their control, had much influence in strengthening the faith of others. The establishment of Tent City in the summer of 1901, and its continuance in each succeeding summer attracted thousands of people and put large sums of money in circulation. The improvements in the Southern California Mountain Water System were far more important. They solved the problem of water supply for a city of at least 100,000, thereby giving security to every other interest, and largely increasing the possible sphere of real estate operations. The street railway system was also extended wherever conditions justified it. The retirement of E. S. Babcock from various Spreckels companies was a fact of some historical significance. So far as those enterprises were concerned, it marked the passing of one influence which had been powerful in matters of vital public concern for many years, and signalized the growth of another influence and the consequent centralization of control in the hands of a single individual or family. Such is the inevitable tendency of great wealth under intelligent control. If there are those who deplore the tendency on broad economic grounds, there are few who will deny that in John D. Spreckels San Diego has a private monopolist who is kindly, liberal, and reasonably responsive to popular demands. He has done much for the city—much which would not have been done without the aid of private capital, much which private capital in other hands might have done less promptly and wisely.

Two other powerful builders of the city in recent years are Ralph Granger and U. S. Grant, Jr. Both of these men invested large sums in the improvement of the business section at a time when something of the kind was vitally necessary to sustain the forward movement. The erection of the Granger block at the southwest corner of Fifth and D Streets was undertaken at a somewhat critical time, when it was not quite certain that prosperity had come to stay. This large investment in a modern store and office building gave strength to the real estate market and encouraged much other building. Mr. Grant's determination to construct a great hotel on the site of the old Horton House produced a similar effect, but upon a much larger scale. The city had long stood in need of a hotel which should rank with other splendid hostelries in Southern California. The location opposite the Plaza was generally recognized as ideal, and for many years the hope had been enter-



MARCO BRUSCHI

Located, 1869, and one of the city's oldest merchants



A. KLAUBER

Located 1869, and became identified with great mercantile enterprises. Steiner & Klauber, Steiner, Klauber & Company, Klauber & Levi, Klauber Wagenheim & Company—these names have been foremost in the business life of the city for nearly forty years. Chairman Board of Supervisors, 1878-80

MERCHANTS FOR NEARLY TWO SCORE YEARS

tained that someone would utilize it for this purpose. The undertaking required not only a very large investment, but a generous confidence in the future of the city. Mr. Grant hit upon the happy thought of making the building a monument to his father and thus decided to call it the U. S. Grant Hotel. The destruction of the Horton House began in July, 1905. The first bricks were removed on the evening of July 12th, by Messrs. A. E. Horton, E. W. Morse, and W. W. Bowers, who had participated in laying the corner stone more than thirty years before. These pioneers were cheered by thousands, assembled in the Plaza for the purpose of celebrating "The Freedom of the Isthmus" from the monopoly of the Pacific Mail Steamship Company—a celebration that was somewhat premature so far as practical benefits to San Diego were concerned.



LEVIS BRINTON'S HOUSE
Corner Second and Walnut Streets

The growth of public utilities, the extension of school facilities, and the really remarkable movement in the building of new churches have all been sketched in other pages. These things, of course, were fruits of the new prosperity and of the increased population which came with it. The number of inhabitants was estimated at 35,000 in 1906, and various items of statistics which are available indicate a growth of nearly 100 per cent since the national census of 1900. Thus the postoffice receipts rose in five years from \$39,151.85 to \$64,190.33; the bank deposits from \$1,830,923.60 to \$5,388,518.66, and the building permits from \$123,285 to about \$3,000,000.

The real estate market, which had been dull for years, has shown constantly increasing activity from 1901 to 1906, the

annual transfers increasing from 2,716 in the former year to 9,223 in the latter. Much of this activity was due to speculation—precisely how much it would be interesting to know—and in this speculation local citizens took a considerable share. But very much of the buying represented a genuine demand for homes, and much of the investment was that of capital drawn from outside. Never was more persistent, aggressive, and brilliant work done in the interest of an aspiring city than that performed by some of the larger real estate interests during this new era in San Diego. The Ralston Realty Company,



MRS. MITCHELL'S HOUSE, FOURTH AND NUTMEG STREETS

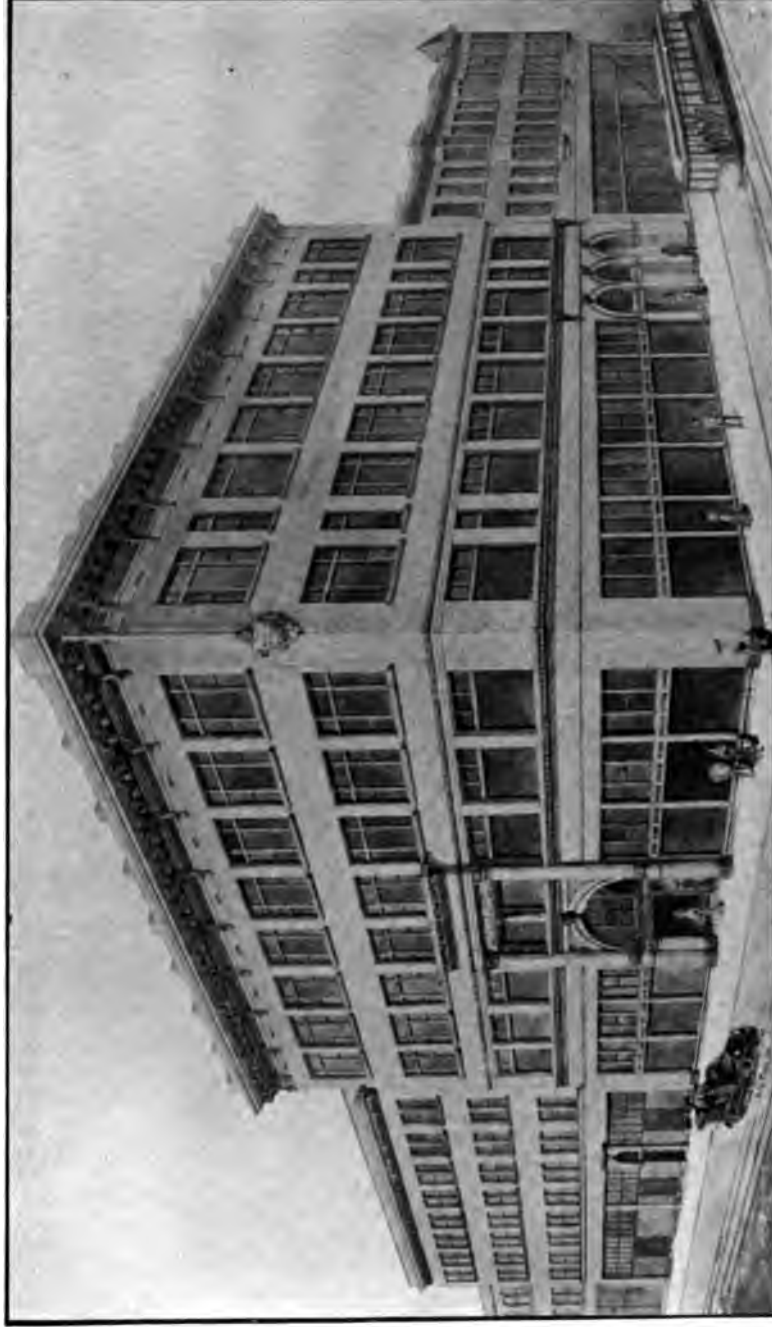
of which D. C. Collier is president, and the Folson Brothers Company, under the management of O. W. Cotton, furnished notable instances of enterprise in this respect. They opened new tracts to development, inaugurated daring plans of improvement, and advertised conspicuously in publications of the widest circulation. The degree of attention thus attracted to San Diego brought benefits in which everybody shared. The operations of the Bartlett Estate Company were also very intelligent and successful. These, as well as other interests of less magnitude, did a kind of work for the city which ranks them among its builders.

The work accomplished by Ed Fletcher and Frank Salmons in the San Luis Rey region in connection with great investments of Los Angeles capital, while not related directly to the growth of the city, is to be regarded as one of the strong influences in strengthening confidence in its future, both at home and abroad. Furthermore, the development of power on the San Luis Rey will have a very direct relation to the future of manufacture and transportation in the city and its surrounding country, while the elaborate improvements made at Del Mar must increase the vogue of the whole San Diego coast as a summer and winter resort.

Real estate activity and general prosperity engendered a new public spirit, and this furnished the inspiration for many new organizations aiming to improve the conditions of civic life. Of these organizations, none were more useful than a series of neighborhood improvement clubs which began with the homely task of cleaning streets and yards and then went forward to more ambitious undertakings. One section of the city after another took up the work and the results were truly wonderful. Compared with conditions which had formerly prevailed in some localities, San Diego began to appear like a veritable Spotless Town. Many of the clubs have kept alive over a long period, while others wearied after the first enthusiasm passed. Organizations of a different character are the Realty Board, the Commercial Club and the Fifty Thousand Club. They do a useful work of promotion.

Another and different evidence of growth is seen in the liberal character of recent amendments of the city charter. The most important of these provide for the initiative, referendum, and recall. The adoption of these provisions placed San Diego among the two or three most advanced municipalities in the United States in the matter of government. The first use of the initiative was for the purpose of closing the saloons on Sunday, a reform which had been defeated for years by the city council.

San Diego was in the full swing of its new prosperity when the news of the destruction of San Francisco by earthquake and fire was received on the morning of April 18, 1906. In many minds the first thought was not that San Francisco alone, but that all California, had been struck down, and that the end of San Diego's progress had, perhaps, been reached for a time. California had formerly had an "earthquake reputation," which had been patiently lived down after many years. Had it now been re-established in a few short hours of shock and flame, and, if so, would San Diego suffer in consequence? Many feared that such would be the case, and the prices of



CORNER OF SIXTH AND H STREETS

Showing Steele Block and Johnson Building, the latter containing the Sixth Street Bank

realty actually went down something like 15 per cent for two or three weeks. The market remained very dull and so continued for two or three months. When the trade returned to its normal condition prices quickly recovered and resumed the upward tendency which they had shown before the disaster.

No community of the United States was more prompt than San Diego in organizing relief activities and sending relief to the stricken people of San Francisco. Under the superb management of Mayor Schon, committees were set at work, and funds and provisions collected. The sum of \$25,000 was immediately contributed in cash, besides large quantities of supplies.

The real prosperity of San Diego during the early years of the new century finds its best illustration not in new hotels and business blocks, not in street railway extensions nor in rising prices of real estate, but in the number and beauty of comfortable little homes which have been built throughout the length and breadth of the city. These have multiplied with surprising rapidity, covering the sunny slopes, extending out upon the mesas, and creeping well down toward the water front. They are the prophecy of the San Diego that is to be.



A GLIMPSE OF SOUTH PARK



JNO. S. HAWLEY

Formerly a manufacturing confectioner
in New York City; now a resident of San
Diego.



F. T. SCRIPPS

Owner of the newest, most modern fireproof
building, whose confidence in and foresight con-
cerning San Diego's future has been shown by his
success and investments.

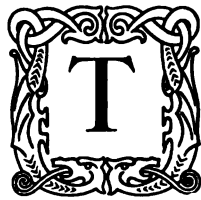


F. T. SCRIPPS BUILDING
Sixth and C Streets

The construction of this building in 1907 marked the advance of the business district to the north and was a powerful factor in influencing the growth of Sixth Street as a commercial avenue of the first class.

CHAPTER VI

JOHN D. SPRECKELS SOLVES THE RAILROAD PROBLEM



THE foregoing chapter, written in the early days of December, 1906, reflected the condition of San Diego as it was up to the morning of Friday, the 14th day of that month. Then a dramatic thing occurred which changed the entire aspect of affairs. Having gone to bed the night before without the slightest hint of any forthcoming announcement, the whole city awoke to behold the following front page of the *San Diego Union*:



FRONT PAGE OF SAN DIEGO UNION, DEC. 14, 1906

None but a San Diegan can comprehend what this meant to the future growth of the city, nor what it suggested in the way of immediate gain to owners of real estate. The ambition for a direct eastern outlet dates back to the early thirties, more than three-quarters of a century. The first organized effort, expressed in the incorporation of the "San Diego & Gila," began in 1854. The success of the citizens in securing the extension of the Santa Fé system during the eighties did not meet the demand for a direct eastern outlet, and was disappointing in other respects. The great effort begun in the summer of 1901, and persistently pushed in every channel of possible relief, had apparently accomplished nothing more than educational results. The year of 1906 had indeed been one of the most prosperous in San Diego history, yet as the year drew toward its close the prospect of a direct eastern railroad outlet appeared as remote as at any time during the previous decade. In fact, the most recent developments went far to convince the public that the city was helpless in the grasp of a transportation monopoly which could defeat, and meant to defeat, as it had defeated, every aspiration in that direction.

From this situation the city was suddenly delivered by the mandate of the one man who had sufficient capital of his own to build the road, and sufficient interests at stake to justify him in doing so. And it is a high tribute to the character and reputation of John D. Spreckels to say that his simple word was accepted by all as a sufficient guaranty of the performance. The authoritative announcement of his purpose in his own newspaper constituted a contract with the entire San Diego public and the public accepted it as such. The *San Diegan-Sun*, which is entirely independent of the Spreckels interests and has opposed them on many occasions, unquestionably voiced the sentiment of the entire community when it said:

The *Sun* feels at liberty to say what the *Union* and *Tribune*, through modesty enforced by personal ownership, are unable to say, that San Diego today lifts its hat and gives voice to an unrestrained cheer for John D. Spreckels. To Mr. Spreckels is frankly given the credit for securing to San Diego what has long been San Diego's most urgent need—a railway direct to the East.

While as a matter of course the fact is generally appreciated that the road is not yet built, and that so far only incorporation papers have been filed, this move made by Mr. Spreckels and announced by Mr. Spreckels's newspaper, is accepted by San Diegans unanimously as meaning, substantially and capably, that all necessary preliminary plans have been perfected by Mr. Spreckels, and that the railway line now incorporated will be constructed as rapidly as a work of such gigantic proportions can be executed.



JOHN DIEDRICH SPRECKELS

Whose identification with the business interests of San Diego began with the organization of the Spreckels Bros. Commercial Company in 1886. He acquired the interest of W. W. Story in the Coronado Beach Company and its allied corporations in 1887, and, later, became sole owner of the properties. In 1892 he and his brother, Adolph B. Spreckels, acquired the street railway system, and in 1896 he purchased a half interest in the Otay Water Company, which evolved into the Southern California Mountain Water Company with its extensive reservoirs and system of distribution. The Spreckels family is now virtually the exclusive owner of all these great business interests, together with a morning and evening newspaper and valuable real estate in city and country. Such vast investments in San Diego and its environs amply warranted the course of Mr. Spreckels in entering upon his latest and greatest undertaking, the construction of a direct eastern railroad outlet from the seaport to the rich valley of the Colorado River, and beyond.

Big enterprises undertaken and successfully accomplished by Mr. Spreckels here and in the central portion of the State give warrant to the conclusion that the plans now announced will be carried to equal success, and that the eastern outlet so long hoped for will be realized as speedily as possible.

It will not be necessary to explain to old San Diegans what the construction of such a road will mean to this city and country, for all this has been figured out many times. It is doubtful, however, if even the closest student of the situation can appreciate the final limit of the results of such an enterprise, as it is given to no one to see all the details of the future. One result plainly visible is that this move will break, and break forever, the antagonistic power of the combined railway interests, which for years has been exerted against San Diego. Not only will this adverse influence be broken, but it will be forced under the new conditions to become a friendly factor in the upbuilding of this port.

This turn in affairs will be realized no matter what corporate relations Mr. Spreckels may establish. If he engages in the business independently, as he and his brother and father did at the inauguration of the San Joaquin enterprise, then it will follow that the Southern Pacific will be forced to build here to protect itself from competition.

If Mr. Spreckels allies himself with the Southern Pacific and if the road to be built by Mr. Spreckels is to become a part of the Harriman system, then the Santa Fé will be compelled to come across lots from Arizona to secure a portion of the trade of Imperial Valley and a shorter route to this port.

If Mr. Spreckels allies himself with the Santa Fé, then it will be for the Southern Pacific to follow, and without doubt it will follow and follow in a hurry.

Looked at in any way possible it means that the railway combine against San Diego is broken at last, and looked at in some ways it appears to be plain that the building of one road will eventually be followed by the almost immediate construction of another.

With these prospects assured, San Diegans have a right to lift their hats to John D. Spreckels.

The articles of incorporation of the San Diego and Arizona Railway Company bore the date of June 14, 1906, although they were not filed with the county clerk until six months later. They provided for the construction of a railroad from San Diego "in a general easterly direction by the most practicable route to a point at or near Yuma, in the Territory of Arizona." The incorporators were John D. Spreckels, A. B. Spreckels, John D. Spreckels, Jr., William Clayton, and Harry L. Titus. The capital stock was fixed at \$6,000,000, of which \$200,000 were paid in at the time of incorporation. The announcement in the *Union* was quickly followed by two substantial acts of good faith on the part of Mr. Spreckels. One of these was the filing of condemnation suits as a means of obtaining right of way through some of the most valuable property in the lower part of the city;

the other was the announcement that the entire sum of money collected by the San Diego and Eastern Railroad Committee in 1901, and expended in the effort to promote the project, would be repaid by the San Diego and Arizona Railway Company. In both instances, Mr. Spreckels insisted on paying for what the citizens would doubtless have offered as a free gift in the form of a subsidy. Indeed, they would doubtless have supplemented all this with much richer subsidies in the way of cash and land. Mr. Spreckels preferred to be absolutely independent and free of obligations alike to the public and to private individuals. Thus it happened that hundreds of people who had contributed



G. A. D'HEMECOURT

Located, 1894; city engineer 1900-1907; later, connected with engineering department of San Diego & Arizona Railway

to the railroad fund five years previously received a most unexpected Christmas present in addition to the assurance of a new railroad.

It is most interesting to note that San Diego is perhaps indebted for its good fortune to the calamity which befell San Francisco on April 18, 1906. Mr. Spreckels and his family were San Francisco refugees, though they fled from the burning city in their own steamer and found shelter in their own magnificent Hotel del Coronado. Mr. Spreckels had been very ill a few weeks before and had planned to go abroad for a prolonged stay. The destruction of San Francisco changed his plans and he came to San Diego to remain for months. During those months the railroad project took shape in his mind, so that it may be said that

as San Diego lost a railroad by the unforeseen event of the great panic in 1873, so it gained a railroad by the unforeseen disaster at the Golden Gate in 1906. As its history was powerfully influenced in the wrong direction by the earlier event, so it will be powerfully influenced in the right direction by the later event.

While unstinted praise is given to Mr. Spreckels for the consummation of the railroad hopes, the labors of many others over a long period of years should not be forgotten. These efforts did not produce tangible results, but they were not thrown away. Every article written in favor of the direct eastern outlet, every meeting held in its behalf, every movement set on foot to that end, from the days of Frémont to the days of Spreckels, contributed something to the final result. The cause that has faithful friends is never lost. The cause that can endure through more than two generations, and inspire the enthusiasm of a community when failures have been so numerous as to pass into a proverb known throughout the state—such a cause can know only triumph in the end. It was this triumph which came to the people on the memorable fourteenth of December, 1906, and which brought San Diego to the threshold of 1907 with rare exaltation in its heart.

An old epoch had closed; a new epoch had dawned.

PART SIXTH

Institutions of Civic Life

CHAPTER I

CHURCHES AND RELIGIOUS LIFE



HE organized religious life of San Diego began in 1769 and has been continuously maintained down to the present time. It was begun, of course, by the Roman Catholics, whose congregation at Old San Diego was served by priests from the mission until the latter was abandoned, when a resident priest was supplied.

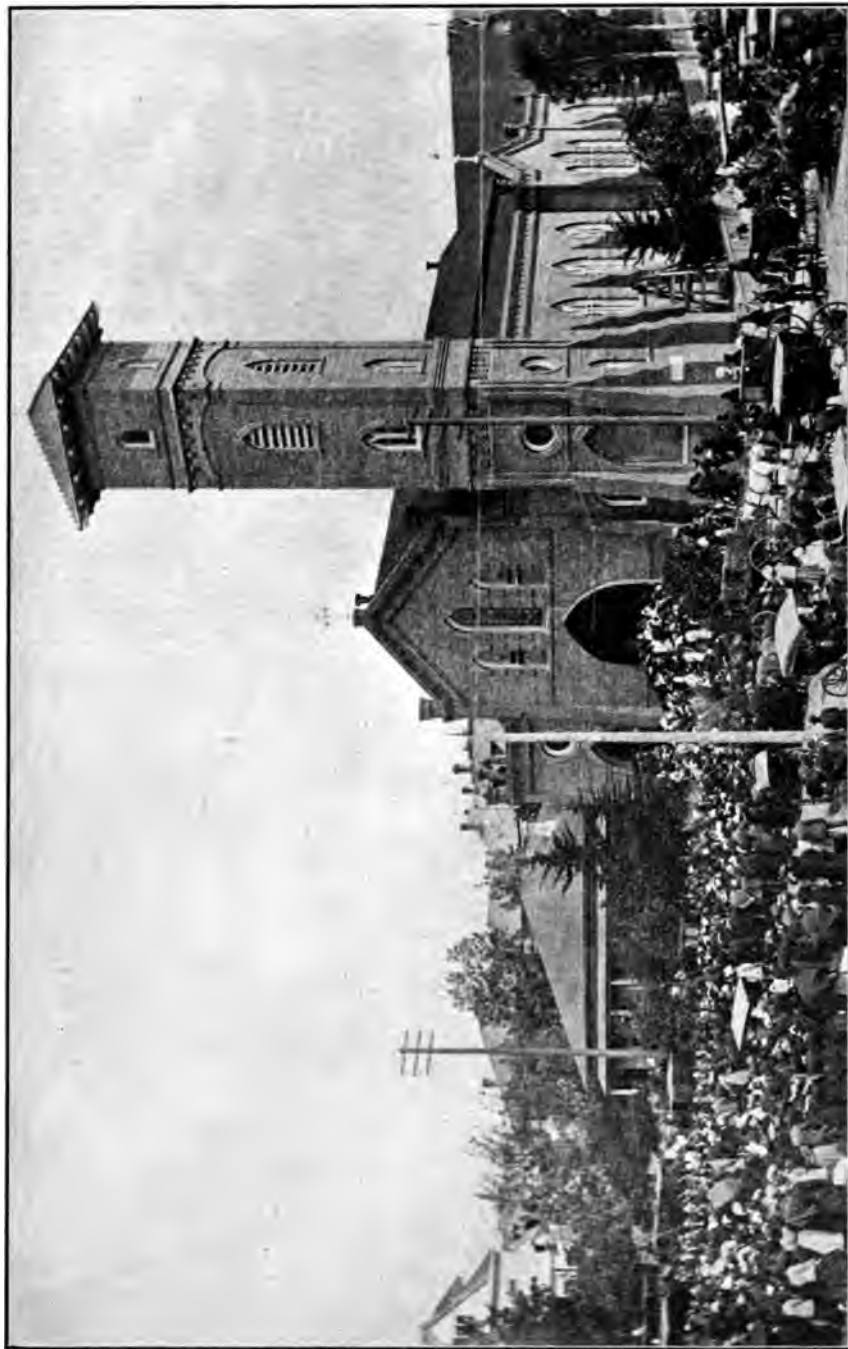
The first priest whose name appears in the records was Father Vicente Oliva, from the mission. He left in 1847 and was succeeded by Father Juan Holbein. A room in the house of José Estudillo was at first used as a place of worship. On September 29, 1851, the cornerstone of a church building was laid, on a lot given by the city trustees. Father Holbein made himself obnoxious to the Masons, who were strong at Old Town, by forbidding the members of his flock to attend their ceremonies, or even to go into the street while a Masonic procession was passing, on pain of excommunication. The *Herald* says that he was otherwise illiberal, and interfered with the education of the Old Town children. It appears the school trustees distributed a circular announcing the opening of their school, and Father Holbein, from his pulpit, with one of these circulars in hand, forbade his members to send their children to this school. This and his attitude toward the Masons gave offense to the American population. He left in September, 1853, and was succeeded by Father Marincovich, who only remained a few days. In 1856 the priest was Father Meinrich, and a year later Father Jaime Vila was in charge. Father Juan Molinier came soon after, and under his pastorate a new church was built. The church was consecrated with high mass on November 21, 1858. The San Diego Guards assisted and fired a salute, and a dinner was given by José Antonio Aguirre, who had contributed largely to the building and equipment of the church.

This church is still standing, in the southerly outskirts of Old Town. It was built of adobes, but a few years later these were enclosed with weatherboarding. It is the Church of the Immaculate Conception, and is still used for services on Sunday, when priests attend from New San Diego. In it are kept some vestments, images and other articles which were used at a very early



FATHER ANTONIO D. UBACH

The famous priest of San Diego from 1866 until his death in March, 1907. (For biographical sketch see page 175)



ST. JOSEPH'S CHURCH
On the day of Father Ubach's funeral, April 3, 1907

day in the mission. A number of Indians still attend this church—a little remnant of the once great band of mission neophytes. Outside hang two bells which have an interesting history. They were confiscated by Charles V. of Spain from the churches in Bohemia, and found their way here through Mexico early in the last century. They bear the following inscriptions: "Ave Maria Porimus, 1802"; on one is added "San José, II.," and on the other, "Siván Nepomnceus, 1822."

After Father Molinier, Father Vicente Llover was *cura* for a time. In 1866, Father Antonio D. Ubach came to San Diego and took charge of the congregation until his recent death. Soon after coming, he undertook the erection of a new brick church at Old Town, but Horton's Addition drew the population away and he was never able to complete it. The cornerstone was laid on July 18, 1869, and the foundation stands, as mentioned in *Ramona*, on the east side of the main street, in a good state of preservation.

Early in the seventies, a large part of the congregation having removed thither, Father Ubach organized St. Joseph's Church in Horton's Addition. The first place of worship was Rosario Hall. The church building, at the corner of Third and Beech, was dedicated January 31, 1875, by Rev. Francis Mora. It was a small wooden building, which is still standing in the rear of the new brick structure. At the time of its erection, it was considered a fine building, and was spoken of by the newspapers as being situated "on the mesa, west of town." The new brick church was completed and dedicated in 1894. It is a commodious and imposing structure. The parsonage adjoins it on the north.

The church on Golden Hill, called "Our Lady Queen of the Angels," was organized in 1905 by Father William Quinlan. A fine church building is being erected for it. The Sisters of St. Joseph opened the Academy of Our Lady of Peace in 1884, in a building erected by Mr. Horton on block 12 of his Addition, which they have conducted successfully ever since and is in a prosperous condition. St. Joseph's Hospital and Sanitarium was opened in June, 1890, by the Sisters of Mercy. It has large and beautiful grounds on University Avenue and Sixth Street, where a building was erected in 1891. The original building has been greatly enlarged, and there is a chapel and other buildings. The grounds are beautifully improved. The sanitarium is non-sectarian, and here a large number of invalids and aged people find a comfortable home and good care.

EPISCOPAL

The first Protestant denomination to obtain a foothold in San Diego was the Episcopalian. The Reverend John Reynolds, of

the Protestant Episcopal Church, was appointed chaplain of the Post at San Diego, on December 31, 1850, and was army chaplain for the troops stationed at the mission until August 31, 1854. On July 4, 1853, the *Herald* announced that "hereafter the Rev. Dr. John Reynolds . . . chaplain of the U. S. Army, will conduct divine service at the court house, and for the first time we have Protestant church services in our town of San Diego." The very first service at Old Town was held at 3 P.M., on July 10, 1853. The details of these early meetings are meager, but the *Herald* and "John Phoenix" supply some local



THE FIRST CHURCH BUILDING IN NEW SAN DIEGO

Erected by the Episcopalians in May, 1869, on the northeast corner of Sixth and C Streets. It now stands on Eighth Street immediately adjoining St. Paul's rectory

color. The paper complained that "an audience of over a dozen is rarely seen at the court house, where Dr. Reynolds preaches on Sunday, while the Sabbath calm is broken in upon by the riot of the inebriated, and the very words of holy writ are drowned by the clicking of billiard balls and calls for cocktails from the adjacent saloon." Derby's references to Dr. Reynolds are almost entirely in a joking way, and not to be taken seriously.

Dr. Reynolds had been rector of the Episcopal Church at Stockton, and was well spoken of by the newspapers of that

place. He was about sixty years of age, and was large and stout. Lieutenant Adam J. Slemmer, U. S. A., married his daughter. Dr. Reynolds removed to the Atlantic States about August, 1854.

After this, there were no regular Protestant services at Old Town, until after Horton came. Ministers occasionally came along and preached a sermon or two. The best remembered of

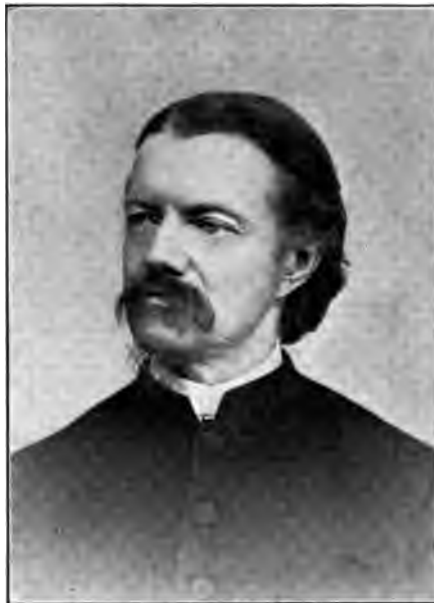


DANIEL CLEVELAND

Located, 1869; attorney Texas & Pacific Railroad, 1876-85. One of the founders of the Bank of San Diego, 1870. Prominently identified with St. Paul's Parish from its organization, 1869, and for nearly thirty years senior warden; lay reader since 1871; delegate from Diocese of California to General Convention, 1889, 1901. Has been president Society of Natural History, Coronado Beach Summer School, University Extension Society, San Diego Art Association, and Southern California Society of Sons of American Revolution

these occasional sermons was that of Bishop Kip. He had been given charge of the Diocese of California and set sail, with his family. Coming up from Panama on the *Golden Gate*, the steamer was disabled, as has been related, and ran aground while trying to leave port. At this time the Bishop and his family were the guests of Don Juan Bandini for a week. His first service within his Episcopal jurisdiction was the burial, in the Protestant cemetery near Old Town, of some passengers who had died

on the voyage. On the following Sunday, January 22, 1854, he preached in the court house at Old Town. On this occasion Lieutenant George H. Derby acted as clerk, read the responses, and led the singing. These two afterward became intimate friends. The Bishop said (to Daniel Cleveland) that, had he known at the time that the little man who assisted him so reverently and efficiently in this service was "John Phoenix," he would not have felt so comfortable and assured in the service as he then felt.



REV. SIDNEY WILBUR

Who organized the first Protestant Church and was the first regular minister in San Diego

Rev. Sidney Wilbur arrived in San Diego in October, 1868, and proceeded immediately to arrange for services at new San Diego. The old government barracks had been long unused and were very dirty, but he courageously undertook to make them fit for the purpose. With the aid of an Indian, he cleaned and washed a portion of the large hall, and on November 8, 1868, held his first service in it. Having borrowed a melodeon, he played it himself, in addition to rendering the church service and preaching. He continued to hold services here for some

time, and his work aroused so much interest that he was able to organize a parish early in 1869. Mr. Horton gave two lots on the northeast corner of Sixth and C Streets, and in May a church building was erected upon these lots, with money donated by the Episcopalians of San Francisco. This was the first church building of any kind in new San Diego. It now stands on the west side of Eighth Street, next door south of St. Paul's rectory and is used as a residence. It was built with two stories, and while the services were held on the lower floor, Mr. Wilbur and family made their home on the second floor. It was used for church purposes until about November, 1869, when it was removed and another building, known as Trinity Hall, erected on the same spot. This second building was removed, in April, 1871, to two lots on the southeast corner of Fourth and C Streets, now covered by the Brewster Hotel, which lots Mr. Horton had in the meantime conveyed to the society in exchange for the lots on Sixth and C Streets.

In August, 1886, the two parish lots on the Brewster Hotel site were sold and two lots on the southeast corner of Eighth and C Streets purchased. The church and rectory were built in 1887 and first occupied at Easter in that year. The first cost of the buildings was about \$13,000, and considerable money has been expended on them since.

The first parish meeting was held November 26, 1869. Rev. Sidney Wilbur, Daniel Cleveland, Oliver T. Ladue, E. D. Switzer, J. S. Buck, C. P. Rudd, K. J. Ware, George E. Nottage, Daniel Stewart, and John T. Hawley were present, and were chosen as the first vestrymen. The name of the organization was the Parish of the Holy Trinity. Of these organizers, Rev. Mr. Wilbur yet living in San Francisco, and Daniel Cleveland in San Diego, are the only survivors. Others who acted as vestrymen and were active at an early day, were: Charles S. Hamilton, John P. Young (now manager of the *San Francisco Chronicle*), Wm. J. McCormick, Dr. Thomas C. Stockton, Dr. W. W. Royal, and Mr. Lake. Daniel Cleveland acted as senior warden for almost thirty years.

On January 22, 1887, new articles of incorporation were adopted and filed, by which the name of the parish was changed to St. Paul's.

Rev. Mr. Wilbur resigned on December 1, 1870, and was succeeded by Rev. Dr. Kellogg, of Cleveland, Ohio, who served about two months. In January, 1871, upon request of the vestry, Daniel Cleveland was licensed to act as lay reader, and he has acted frequently in that capacity since, at times when there was no rector. In February, 1872, Rev. J. F. Bowles became the rector, and remained a few months. In the following October, Rev. Hobart Chetwood came and remained until February, 1876.

During his pastorate the parish was harmonious and prosperous. His successor was Rev. Henry J. Camp, who remained until May, 1881. There was then an interregnum filled by the lay reader, until July 25, 1882, when Rev. Henry B. Restarick arrived to take charge of the parish.

Mr. Restarick was a young man, energetic and tactful, and soon infused new life into the congregation. He found about 20 communicants; when he left, twenty years later, there were over 400 communicants, plenty of funds and a large number of



HENRY B. RESTARICK

For twenty years rector of St. Paul's Church; created Bishop of Honolulu in 1902



REV. CHARLES L. BARNES

The present rector of St. Paul's Church

activities. A fine new parish church and rectory had been built, and four other church buildings—two in San Diego, one with a rectory at National City, and one at Bostonia—had been erected and paid for through his labors. From the time of his ordination to the priesthood in Iowa, in June, 1882, until his election and consecration as Bishop of Honolulu, in 1902, he had only one parish—St. Paul's, San Diego. He was consecrated bishop in his own parish church, July 2, 1902.

Rev. Charles L. Barnes was chosen to succeed Mr. Restarick, and is still the incumbent.

The working organizations of St. Paul's are: Woman's Auxiliary to the Board of Missions, the Guild, a Chapter of the Brotherhood of St. Andrew, etc.

St. James's Mission on Logan Heights was founded by Bishop Restarick in 1888. Services were first held in a store building on Logan Avenue near Twenty-fourth. In 1891, two lots were purchased at Twenty-sixth Street and Kearney Avenue, and a church building erected. The building was consecrated as a mission and later became an independent church. The rectors, beginning in 1889, have been: Messrs. Sanderson, S. H. Ilderton, James R. De Wolfe Cowie, F. W. Chase, A. L. Mitchell, F. A. Zimmerman, Alfred R. Taylor, and Alfred Kinsley Glover, who is still in charge.

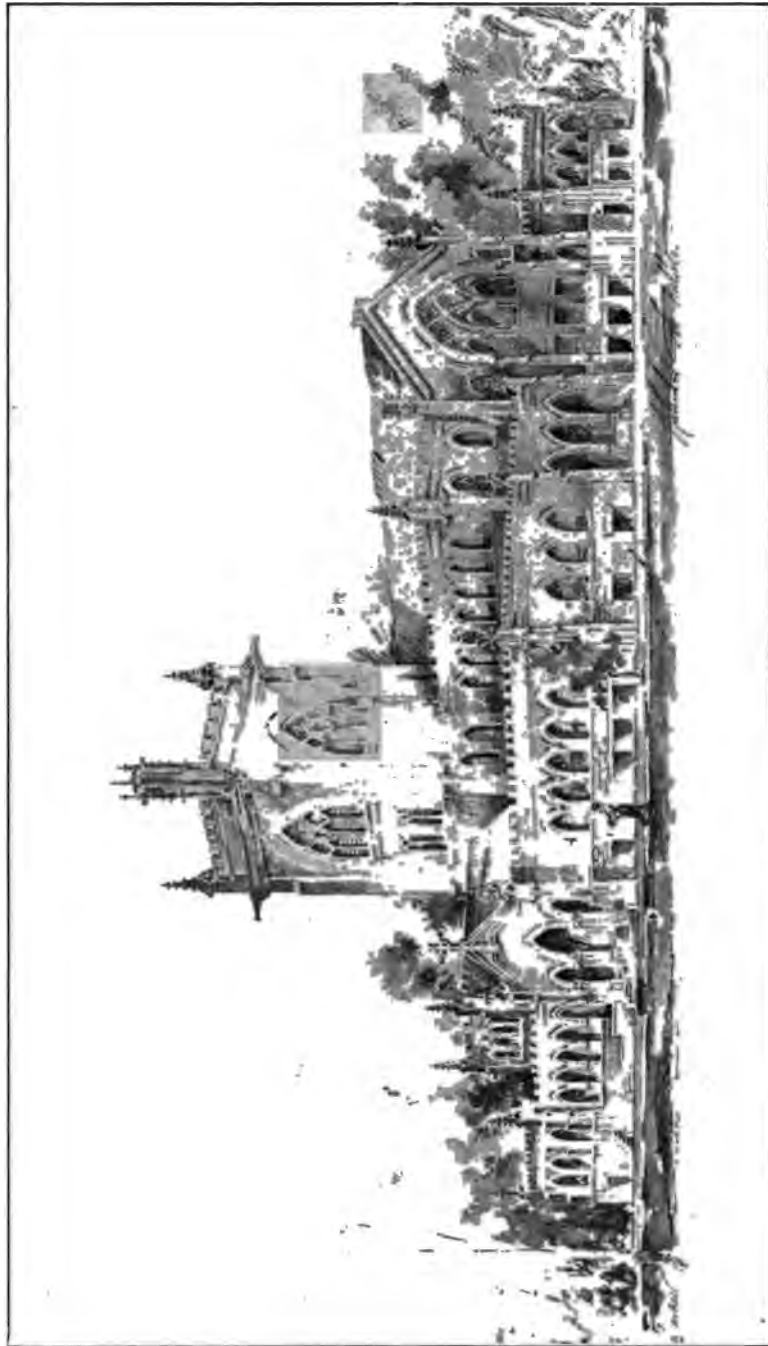
All Saints Mission, corner Sixth and Thornton Streets, is another of Bishop Restarick's foundations. Rev. J. A. M. Richey is its rector.

St. Peter's Mission Hall, Coronado, was organized in 1887 by Bishop Restarick. The church at National City is called St. Matthew's and that at South San Diego, St. Mark's. At La Jolla there is a small congregation, which recently began to hold services, with Mr. Cleveland as lay reader.

METHODISTS

The activity of the growing settlement at Horton's Addition brought about the organization of congregations of a number of the principal Protestant denominations at nearly the same time. The Methodists were a close second to the Episcopalians, in point of time. The pioneer minister of this denomination was Rev. G. W. B. McDonald, who came January 12, 1869, and at once organized a church and Sunday-school with about 20 members. Prior to that date, meetings had been held at the homes of members, led by H. H. Dougherty, who came to San Diego October 10, 1868. Mr. McDonald was a native of Nova Scotia. He spent his remaining days in San Diego and was an active and useful citizen. He died February 8, 1886, aged 65.

Following Mr. McDonald, Rev. I. H. Cox acted as supply until October, 1869, when he was relieved by Rev. D. A. Dryden, who was the first regularly appointed minister to take charge of the congregation. The formal organization was made in January, 1870, at which time a church building was dedicated, free from debt, on the northeast corner of D and Fourth Streets, on two lots given by Mr. Horton. It is said that Mr. Dryden made the pulpit and chair with his own hands. This building is still standing, at No. 646 India Street, to which place it was removed when the new brick church building was erected. It was used as a barracks for the volunteers during the Spanish War, and is now occupied by the American Televue Company.



FIRST METHODIST CHURCH
Erected on the corner of Ninth and C Streets in 1906

The first board of trustees consisted of: G. W. B. McDonald, R. D. Case, J. M. Young, C. B. Richards, N. W. Hensley, J. W. Gale, A. E. Horton, E. Aylesworth, and W. F. Pettit. The dedication took place on February 13, 1870, and the sermon was preached by Rev. M. C. Briggs, D.D., of Santa Clara. This church was removed, as stated, in 1887, and a three-story brick block erected on the site, for the combined uses of the church and as a business block. At the time of its erection and for several years after, this was one of the most substantial and useful buildings in the city. The first floor and the front of the second and third floors are rented for business offices, and the rear of the second and third stories contains the auditorium. This new church was dedicated on February 26, 1888, Rev. R. S. Cantine, of Los Angeles, preaching the dedicatory sermon.

Recently, the congregation outgrew these quarters, and the building was sold in 1905 and plans prepared for a new church. The cornerstone of a new building was laid July 1, 1906, Bishop John W. Hamilton, of Mexico, delivering the principal address. The new church is the most magnificent in the city, and has cost about \$65,000. The lots, on the northwest corner of Ninth and C Streets, are worth about \$35,000.

This congregation has been, from the beginning, a strong and active element in the religious life of the community. Among the ministers who have served at different times are found the following names: G. W. B. McDonald, I. H. Cox, D. A. Dryden, H. H. Dougherty, W. Inch (who died February 12, 1871), J. R. Tasey, James Wickes, G. S. Hickey, T. S. Houts, M. M. Boyard, J. L. Mann, A. H. Tevis, P. Y. Cool, A. M. Bunker, T. S. Uren, E. S. Chase, M. F. Colburn, L. M. Hartley, R. L. Bruce, A. M. Gibbons, and the present incumbent, Dr. Lewis Guild.

The Central M. E. Church, at the corner of Twenty-sixth Street and Harrison Avenue, was established January 12, 1887, with a membership of 12, under care of Rev. J. I. Foote. The cornerstone was laid July 31, 1887, Bishop Fowler officiating. Among the pastors have been: D. H. Gillan, J. Pittenger, and C. M. Christ. The present pastor is Rev. Bede A. Johnson. There is a parsonage, and the congregation is a prosperous one.

There is a prosperous German M. E. Church, in its own building at Sixteenth and I Streets. This church was organized in 1887 and the building was first used on April 4, 1888. The first pastor was Rev. L. C. Pfaffinger. Succeeding him, L. E. Schneider, F. A. Werth, and Mr. Schroeder served. The present pastor is Rev. Frederick Bonn.

A Scandinavian M. E. Church was organized in 1880.

The African M. E. Church was organized in 1888, with a membership of 9. Rev. W. H. Hillery was the first pastor, and after him appear the names of W. E. De Claybrook and Rev. Price

Haywood. Their place of worship is at No. 1645 Front Street.

The Bethel African M. E. Church meets on Union Street near H. Among the pastors are Rev. George A. Bailey and W. M. Viney.

The Coronado M. E. Church was organized in 1887, with 20 members. The congregation has a good property. The first pastor was Rev. Silas S. Sprowles, who was succeeded by Rev. A. Inwood.

The First Free Methodist Church was organized in the summer of 1897 by Rev. C. B. Ebey and wife, W. H. Tucker and



FIRST FREE METHODIST CHURCH

Corner of Front and Beech Streets

wife, F. F. Allen and wife, Virginia M. Walters, and Maggie A. Nickle. Meetings had been held the previous year at the Helping Hand Mission, and immediately prior to the organization in a tent on the corner of Eighth and G Streets. A church building was erected in 1899, on the same site, which was dedicated on January 1, 1900, by Rev. E. P. Hart, of Alameda. The first pastor was Rev. W. G. Lopeman, and following him were Revs. C. B. Ebey, James Seals, E. G. Albright, John B. Roberts, and

J. Q. Murray. A lot on the corner of Front and Beech Streets was purchased in 1900, and the church building moved to that location. During the pastorate of Mr. Roberts, a parsonage was built adjoining the church.

The Methodist Episcopal Church South has a strong and active organization. In 1871, Bishop John C. Keener purchased for the Society two lots on the southeast corner of Seventh and D Streets. A few years later, Rev. John Wesley Allen was appointed pastor for San Diego, and arrived November 23, 1882. The first service was held on the 26th of the same month, in Hubbell's Hall. The congregation then worshipped in the old Masonic Hall until their church building was ready. The cornerstone of this building was laid on the first day of January, 1884. The new edifice was called "Keener Chapel." It was dedicated May 11, 1884, Rev. W. B. Stradley, of Los Angeles, preaching the dedicatory sermon. The greater part of the funds for this building was provided by the Board of Church Extension, and the congregation began its work out of debt. The lots were afterward exchanged for one on the southeast corner of Eighth and C Streets, and the chapel was removed to the new location and at the same time considerably improved, as well as being provided with a parsonage.

Mr. Allen remained until November, 1884, when he was sent to Santa Barbara and succeeded by W. W. Welsh. Then followed R. Pratt, E. T. Hodges, James Healey, R. W. Bailey, J. F. C. Finley, James Healey again, W. H. Dyer, A. C. Bane, R. W. Rowland, S. W. Walker, C. S. Perry, C. S. McCausland, R. P. Howett, M. P. Sharborough, and S. E. Allison, the present incumbent. Mr. Allison is a native of Georgia, and served in the Texan and New Mexican Conferences before coming here. He was transferred to the Los Angeles Conference in 1900, and came to San Diego in 1905. The total enrollment of this church organization is 493, and the present membership about 125.

BAPTISTS

Although the Methodists began holding services in private houses earlier, the Baptists were before them in the organization of a congregation and the building of a church edifice, being second only to the Episcopalians. The first congregation was organized by Rev. C. F. Weston on June 5, 1869. He had been preaching at the government barracks since the preceding February. At this organization, W. S. Gregg and Dr. Jacob Allen were chosen deacons and E. W. S. Cole, clerk. The church building was commenced in August and opened for worship October 3, Rev. Mr. Morse preaching the first sermon in it. This building was on Seventh Street near F, on a lot given by Mr. Horton. He also

gave the young congregation a church bell—the first one ever used in new San Diego. The formal dedication took place on the 31st of the same month, and Rev. B. S. McLafferty, of Marysville, preached the sermon. Mr. McLafferty was called to take charge of the congregation, and arrived for that purpose on December 18, 1869. The present church building, on Tenth and E Streets, was built in 1888, and cost \$32,000. The First Baptist Church was incorporated on August 19, 1887.

Mr. McLafferty remained in San Diego a year and a half. Resigning in January, 1873, he was succeeded by O. W. Gates,



OLD BAPTIST CHURCH

This building was erected in the autumn of 1869, and is still standing on its original site on Seventh, between F and G Streets

who remained eight years. Then followed Revs. A. J. Sturtevant, one year; Edwin C. Hamilton, one year; W. H. Stenger, two years; A. Chapman, two months; E. P. Smith, two months; W. F. Harper, from 1888 to 1893 (during which time the new church was built); A. E. Knapp, 1893 to 1900. The present pastor, Rev. W. B. Hinson, took charge the first Sunday in June, 1900, coming direct from Vancouver, B. C., and has remained ever since. The church has a membership of nearly 700 and is strong and active.

Among its activities, the First Baptist Church maintains a number of missions. One was organized at Old Town in 1888, in charge of H. S. Hanson, and maintained for some years. It is noteworthy that this was the only Protestant religious organization ever made in Old Town. Missions were also organized several years ago at National City, Coronado and Chollas Valley. The Grand Avenue Baptist Church, on Grand Avenue between



FIRST BAPTIST CHURCH

Erected in 1888 on the northwest corner of Tenth and E Streets

Twenty-ninth and Thirtieth Streets, was organized in 1889 as a mission of the First Church.

Other Baptist organizations are the Baptist Scandinavian Church, organized in 1888. On the corner of Nineteenth and H Streets, is the Swedish Baptist Church. The Second Baptist Church (colored) was organized in 1888, with a membership of thirty, by Rev. T. F. Smith. Their place of worship is on B Street, between Front and First, and among the pastors have been: M. E. Sykes, J. H. Clisby, and M. A. Mitchell.



REV. W. B. HINSON

Who has been pastor of the First Baptist Church since June, 1900, and who ranks among the leading pulpit orators of California

PRESBYTERIANS

The First Presbyterian Church was organized June 7, 1869—only two days after the Baptists, by Rev. Thomas Fraser, missionary of the Synod of the Pacific. There were 13 members, and Charles Russell Clarke, David Lamb, and Samuel Merrill were elected elders. The first pastor was Rev. J. S. McDonald. He began his labors in April, 1870. The services were held in private houses until Mr. McDonald's arrival, and after that in Horton's Hall. Mr. Horton gave the society two lots on the



OLD PRESBYTERIAN CHURCH

Erected on Eighth Street near D in 1871. The structure is still standing, adjoining the present church building on the south, and is part of the church property

southwest corner of Eighth and D Streets, and on these a building was soon after erected, and dedicated June 18, 1871, Rev. W. A. Scott, of San Francisco, preaching the dedicatory sermon. In 1888, the present church building was erected and furnished, at a cost of \$36,000.

Rev. Mr. McDonald was succeeded in 1872 by F. L. Nash. From 1875 to 1880 the church was supplied by Revs. James Robertson, John W. Partridge, Mr. Lanman, James Woods, and Dr. Phelps. Rev. Richard V. Dodge began his pastorate in 1880 and continued until his death, February 26, 1885. For the following



REV. R. G. WALLACE
First pastor of the United Presbyterian Church



REV. S. J. SHAW
Pastor of the United Presbyterian Church

three years the incumbents were H. A. Lounsbury and H. I. Stern. On January 1, 1887, Rev. W. B. Noble became the pastor, and during his incumbency the present church was built. The church suffered severely after the collapse of the boom, having a debt of more than \$20,000, and it was only by a hard struggle that the loss of the property was prevented. Rev. F. Merton Smith became the pastor in 1894, but died a few weeks later, and was succeeded by Rev. P. E. Kipp, who died in 1900. Rev. R. B. Taylor commenced his work in 1901. During his pastorate the church debt was paid and the congregation greatly enlarged. On November 19, 1904, Mr. Taylor was drowned in San Diego Bay. He was greatly beloved. His successor, Rev. Harvey S. Jordan, of Newcastle, Pennsylvania, is the present incumbent. The membership of the church is about 600. It is one of the strongest and most active influences for good in the community. It has two Women's Missionary Societies, a Ladies' Aid Society, a large Christian Endeavor membership, and a number of missions are supported, including a Chinese mission, a school for Chinese children, and churches in several suburban towns.

The First United Presbyterian Church was organized on August 18, 1888, in the Holt House, on H Street near Fifteenth, by the installation of J. W. Collins, J. L. Griffin and E. T. Hill as elders, and the election of Robert Blair, Daniel Andrew, and W. L. Hamilton as trustees. The first pastor was Rev. Robert G. Wallace, one of the organizers of the church, who began his pastorate in November, 1887, and ended October 31, 1897. He was succeeded by Rev. Samuel J. Shaw, D.D., who is the present minister.

HEBREW CONGREGATION

The Hebrews of San Diego have maintained an organization since 1872. Prior to that time, it was their custom to meet at private houses for the observance of fast days. The *Herald* of October 9, 1851, says: "The Israelites of San Diego, faithful to the religion of their forefathers, observed their New Year's Day and Days of Atonement, with due solemnity. The Day of Atonement was observed by Messrs. Lewis Franklin, Jacob Marks, and Charles A. Fletcher (the only three Hebrews in town) by their assembling in the house of the former gentleman, and passing the entire day in fasting and prayers."

The first organization of the Hebrew Congregation took place in 1872 at the house of Marcos Schiller in Old Town; it was called at that time the Hebrew Congregation. The organizers were Marcos Schiller, Joseph Mannasse and E. Loewenstein. Services were held in rented halls and the Unitarian Church, but

only on the Jewish New Year and Day of Atonement. There were at first eighteen members.

In 1888, the congregation was reorganized and incorporated as the Congregation Beth Israel, with a membership of 55. The first officers were: President, Marcos Schiller (who served in that capacity until his death, in 1904); vice-president, H. Welisch; secretary, A. Blochman; treasurer, A. Lippman. In the following year, a synagogue was built and dedicated, on the northwest corner of Beech and Second Streets. The first Rabbi was Samuel Freuder, who organized the new congregation; the second was A. Danziger, who served in 1886. E. Freud was



REV. E. R. WATSON
Pastor of the First Unitarian Society

rabbi in 1887-8. and Dr. Marx Moses from 1890 to 1894. There has been no rabbi since. The congregation is small, having only 22 contributing members.

FIRST UNITARIAN SOCIETY

The First Unitarian Society began in a Sunday-school which was organized and held for the first time in Horton's Hall, June 22, 1873. Mr. Horton gave the use of the hall and organ. C. S.

Hamilton was chosen president; Mrs. Knapp, secretary and treasurer; Mrs. Haight, musical director, and Miss Carrie Hills, organist. The attendance increased from 13 to 50, and Rev. Joseph May became the pastor. Among the early members were M. A. Luce, C. S. Hamilton, A. E. Horton, E. W. Morse, J. H. Simpson, Mr. Hubon, A. Overbaugh, and their families. The first public service was on Easter Sunday, 1874. At a meeting held March 11, 1877, Rev. David A. Cronyn was chosen pastor. M. A. Luce became president of the Society at the same meeting, and has acted in that capacity ever since.

The society was incorporated in January, 1882. A lot on the northeast corner of Tenth and F Streets was purchased and the first church building erected there in that year, and dedicated August 26, 1883. Rev. Horatio Stebbins, of San Francisco, delivered the sermon and Rev. George H. Deere, of Riverside, assisted. Additions were made to this building in 1887. This building was burned on Sunday afternoon, February 17, 1895. Following this, the society occupied the old Louis Opera House. They then leased a lot on the west side of Sixth Street, between C and D, and built the present Unity Hall upon it. The society also owns a lot on the corner of Ninth and C Streets, upon which it is planning to place a new building at an early date. The pastors, after those named, were: B. F. McDaniel, 1887 to 1892; J. F. Dutton, from 1894; Solon Lauer, from 1895; Elijah R. Watson, from 1899 to the present time. The membership is about 200.

FIRST SPIRITUAL SOCIETY

The First Spiritualist Society was incorporated in July, 1885. Services were held in Lafayette Hall for a number of years. In 1903 the society built its hall on Seventh Street between A and B. The building cost about \$6,000, and was dedicated in March, 1904. Clara A. Beck is president of the society.

CONGREGATIONALISTS

Many of the Congregationalists who came to new San Diego at an early day affiliated with the Presbyterians. But in August, 1886, it was felt that the time had come for the establishment of a church of their own faith. Twelve of these people met at the home of Frank A. Stephens, on Tenth and F Streets, and made a preliminary organization. These were: Mr. and Mrs. Frank A. Stephens, who now live in Los Angeles; Arch. Stephens and J. P. Davies, who are now deceased; and Mr. and Mrs. George W. Marston, Mr. and Mrs. M. T. Gilmore, Mr. and Mrs. Joseph H. Smith, Mrs. Arch. Stephens and Mrs. J. P. Davies, who are still active workers in the church. The congregation

was organized a month later, with Rev. J. H. Harwood as pastor, and 78 members. The first public service was held in the Y. M. C. A. rooms in Dunham's Hall, on Fifth Street, October 10, 1886.

This hall was soon too small for the congregation. A lot was leased on the corner of State and F Streets and a tabernacle erected. This building was completed in January, 1887, and dedicated the following month. It was in 1896, during the pastorate of Rev. Stephen A. Norton and largely through his efforts,



FIRST CONGREGATIONAL CHURCH

that the present church building was constructed. The movement began in February, and at one meeting on May 10th, \$17,000 were subscribed for the purpose. A lot on the northwest corner of Sixth and A Streets was purchased; the corner stone was laid in November, 1896, and the church was completed and dedicated on July 4, 1897. This is one of the most beautiful church edifices in the city. It cost \$23,500, and with the ground is today worth probably \$50,000. It has a seating capacity of 800. The church is a strong and active one, with a membership of 464, and supports a number of activities—among others, a foreign missionary.

Rev. Mr. Harwood was succeeded, near the close of 1887, by Rev. J. B. Silcox, of Winnipeg, Manitoba, who served until August, 1889, when he resigned. He was followed by Rev. E. A. Field, W. C. Merrill, and Stephen A. Norton, respectively. The latter remained seven years. The present pastor is Rev. Clarence T. Brown, who came in 1903.

The Second Congregational Church, known as the Logan Heights Church, had its beginning on the second Sunday in November, 1887, when Rev. A. B. White, of Toledo, Ohio, began to preach in the schoolhouse on Twenty-seventh Street. On February 19, 1888, the church building at Twenty-sixth Street and Kearney Avenue was dedicated, Mr. Silcox preaching the sermon. The Land & Town Company gave the lots and the members of the First Congregational Church contributed liberally to the building fund. Mr. White resigned in the following August, and F. B. Perkins became the pastor. He remained two years and resigned in 1890. George A. Hall was then the pastor until March 24, 1895. His successor was R. T. Earl, who ministered until 1902. Since then J. L. Pearson and Henry M. Lyman have supplied the pulpit. Rev. E. E. P. Abbott is now the resident pastor.

The Chinese Mission, organized in 1885, is sustained by the American Missionary Association of the Congregational Church.

CENTRAL CHRISTIAN CHURCH

The Central Christian Church was organized October 27, 1886, with 28 charter members. Rev. R. G. Hand was the first minister. Henry Drury and W. B. Cloyd were elected elders, and B. F. Boone, John Coates, and A. J. Burns, deacons. The first meetings were held in various halls. During the boom, the church purchased its first lot, on Thirteenth Street between F and G. Here a frame church was built and the first service in it held on December 11, 1887, the sermon being by Rev. Mr. Johnson.

Mr. Hand remained only a few months and was succeeded by A. B. Griffith, who remained less than a year. For a year after this the pastor was John L. Brant, now a noted preacher. Rev. A. B. Markle came next and remained three years. In 1893 B. C. Hagerman became the pastor and served two years. In 1895 the present pastorate began under W. E. Crabtree.

The church was regularly incorporated in 1899. Two years later the lot on the southeast corner of Ninth and F Streets was purchased, later an adjoining lot added, and the church building removed to the new location. Upon this ground a very substantial and beautiful church building is soon to be erected, at a cost of \$25,000. During its early years the church had a hard struggle, but is now prosperous. The church has a number of well-

sustained activities and is one of the most aggressive and influential elements in the religious life of the city.

The Seventh Day Adventist Church was organized January 21, 1888, with a membership of 10. Their church at Eighteenth and G Streets was immediately occupied. It has a seating capacity of 350, and the society owns it free of debt, with a lot 100x176 feet. The first pastor was Elder W. M. Healey. He was followed by Elder H. A. St. John. The present elder is Frederick I. Richardson.



REV. W. E. CRABTREE
Pastor of the Central Christian Church

FIRST LUTHERAN CHURCH

The First Lutheran Church was organized March 18, 1888, with 31 members. A Sunday-school was organized the previous month by Prof. F. P. Davidson. C. W. Heisler, of Los Angeles, aided in the organization. The first officers were: F. P. Davidson and A. W. Smenner, elders, and Isaac Ulrick, II. Seebold, and R. H. Young, deacons. E. R. Wagner was chosen pastor, and conducted his first service October 21, 1888, in Good Templars' Hall on Third Street. Services were soon after removed

to Louis Opera House and held there for six months, then in the old Methodist Church. The congregation then purchased the lot where the present church building stands. The church building was begun in 1893, the cornerstone laid on July 30th, and the dedication made April 8, 1894. The building has a seating capacity of 700. The value of the property is now estimated at \$20,000.

Dr. Wagner resigned November 1, 1891, and was succeeded in February, 1892, by C. W. Maggart, of Salina, Kansas. He served until October 17, 1897, when he resigned. The present pastor, John E. Hoick, began his pastorate March 10, 1898. The church is out of debt and prosperous, and numbers about 150 members.

MISCELLANEOUS

The German Evangelical Lutheran Church has a handsome building at the corner of Twenty-fourth Street and Grant Avenue. The congregation numbers over 100. Rev. G. W. F. Kiessel is the pastor.

The Friends have a meeting-house at 1121 Sixth Street. Adell Burkhead is the minister.

The Church of Jesus Christ of Latter Day Saints (Mormons) maintains an organization, which meets at No. 752 Fifth Street.

The Christian Scientists make the latest addition to the city's congregations, with an unique building on the southeast corner of Ash and Third Streets, completed and occupied this year. C. H. Clark is the reader to this active organization.

The Union Church at La Jolla is an unique organization. There not being sufficient population to support separate denominations, the people of all denominations united and organized a Union Church, on March 11, 1897. It was incorporated in the following October. The first pastor was William L. Johnson, two years; the next, J. L. Pearson, three years. The present pastor is Mr. Lathe. Daniel Cleveland, of San Diego, conducted services during the intervals between the different pastors. In 1905, the Episcopalians formed a separate organization in La Jolla and now have regular services. Recently, the Presbyterians also took similar action. The Union Church, however, was never so strong and active as at present.

The Peniel Mission, the Christian Endeavor Society, the Helping Hand Mission, and a number of other missionary organizations, as well as the Salvation Army, are actively represented.

YOUNG MEN'S CHRISTIAN ASSOCIATION

The Young Men's Christian Association is so strong and its work so important that it is believed a somewhat full and circumstantial account of its growth is warranted.

The association was organized in March, 1882, and for a few months held its meetings in Hubbell's Hall, on the corner of Fifth and F Streets. There is no record of any active work in 1883, but in June, 1884, it was reorganized and the old Masonic Hall, on Fifth Street, rented for its use, at \$5 per month. In August, 1885, C. L. Sturges was engaged as general secretary, and from this time on an open room for young men's use was maintained. In May, 1886, J. A. Rogers was elected general secretary, with the modest salary of \$35 per month and the use of a small room in the rear of the hall, and continued in the position till July, 1890.

Mr. Rogers had remarkable success in building up the association. His character was an interesting and noble one. Although probably not over sixty years of age, his white hair and partial blindness gave him an older appearance; yet he was a fresh, vigorous, cheerful man, with power to please and attach boys and young men. He had been a locomotive engineer and ran a fast express out of New York City. Without technical training, he was nevertheless admirably fitted for the peculiar pioneer work in the exciting times of 1887 and 1888. Hundreds of young men came under his friendly Christian influence. The little Dunham House Hall, on Fifth Street, was the scene of crowded Sunday meetings and many social gatherings and entertainments.

The association had no gymnasium in those days, but as early as 1886 three or four classes had been formed, the principal one being for the study of Spanish. The members were active in the care of the sick and also paid regular visits to the county jail. The rapid growth in Mr. Rogers' administration is shown by the treasurer's expense account, the rent being increased in the first year from \$5 to \$40 per month and the secretary's salary from \$35 to \$75. In 1887 the association bought two lots at the northeast corner of Seventh and G Streets. Plans for a building to cost about \$80,000 were drawn and bids for its construction received; but the collapse of the boom, early in 1888, prevented the accomplishment of this design. Early in 1888 the association moved to rooms on Seventh Street, just north of G, where it was proposed to build, and a large reading room was fitted up on the first floor. The membership at that time was 200. Later in the year, owing to high rent (\$150 per month), another move was made, to the two-story residence on the northwest corner of Eighth and G Streets. The whole house was occupied, and here the association had, for the first time, a number of convenient class-rooms. But the financial stringency compelled another move in a few months, and the association then took up its quarters in a one-story building on the west side of Sixth Street between E and F, where it remained for about a year.

In October, 1889, a complete change was made in the directorate, the following being chosen: J. E. Hall, J. C. Packard, Henry Siebold, W. E. Howard, Dr. Hurlburt, John P. Lewis, and L. P. Davidson. Mr. Rogers remained as secretary, and J. E. Hall was elected president; a month later he was succeeded by C. D. Todd, who served till June, 1890, when he resigned and W. E. Howard was chosen and served till the end of the association year.

During the year 1890, the association moved into the Turnverein Hall, on Eighth Street between G and H, and opened a well equipped gymnasium, with Professor Hoeh in charge. Notwithstanding great financial difficulties, excellent work was done. Mr. Rogers withdrew in July, having been called to ministerial service in one of the country churches.

At the beginning of the new association year, in October, 1890, important changes were made. George W. Marston was elected president, Giles Kellogg vice-president, and Philip Morse recording secretary. John McTaggart was elected general secretary, and filled the position with marked ability and devotion for four years. Prominent workers in the association about this time were: C. D. Todd, W. E. Howard, W. R. Guy, Watson Parrish, A. L. Bachmann, Henry Siebold, L. P. Davidson, Herbert Wylie, Irving McMahon, E. S. Gillan, E. A. Churcher, and M. T. Gilmore. At the annual meeting in 1891, a resolution of thanks was adopted in gratitude for the large membership and payment of all debts.

In 1893 it became evident that a location nearer the center of town would be more desirable. Rooms in the Express Block were therefore rented from January 1, 1894, which were headquarters for a year and four months. At the close of Mr. McTaggart's secretaryship, in September, 1894, W. E. Neelands was secretary for a few months. In April, 1895, a lease was signed with U. S. Grant, Jr., for the second floor of his new building at the corner of Sixth and D Streets, at an annual rental of \$1,000. Mr. Grant arranged the room as the association desired. The floor space was 75x100 feet, which gave room for a lecture hall, gymnasium, baths, reading room, and several social and class rooms. This was the home of the association for ten years.

In May, 1895, George A. Miller (now a Methodist minister in Manila) became secretary of the association. Under his vigorous management, in its new quarters, the association started on its larger career. In the first quarter of 1896 it gained very rapidly, receiving nearly 300 new members. J. P. Smith became general secretary in the fall of 1896 and filled the office till March, 1903—the longest service of any secretary. He was the first secretary with much experience in association work. Be-

sides this training, he had a fine enthusiasm and genuine sympathy for the young. Under his careful and faithful administration, the Y. M. C. A. carried on its four-fold activities—religious, social, physical, and educational—with steady power and usefulness. As physical director, Fred A. Crosby was employed for five years. He made marked improvements in the gymnasium and exerted a fine influence over the younger boys. Professors Davidson and Freeman, of the public schools, gave the association valuable services in forming its educational course. Will H. Holcomb was especially active in building up the gymnasium, and many others contributed in various ways to the progress of the association.



NEW HOME OF THE Y. M. C. A.
On the corner of Eighth and C Streets

The association has always been deeply indebted to the Ladies' Central Committee for contributions of money, furnishings for rooms, and constant service in social affairs. During Mr. Smith's secretaryship and for two or three years after, Mrs. V. D. Rood was the inspiring leader of the ladies' work and made it one of the most successful organizations of its kind in the state. In 1899, George W. Marston declined further re-election to the presidency, having served in that capacity every year, save one, since the organization of the association. He is still a member of the board of directors. Philip

Morse, who had been an active member and valuable director for several years, was chosen to succeed Mr. Marston. In 1900, Will H. Holcomb became president, and he has filled the office, most acceptably, from that time to the present, guiding the association's affairs with great tact and ability. During his presidency, large things have been undertaken and great changes made.

During the winter of 1902-03 a very determined effort was made to provide for the payment of a debt of about \$4,000 which had gradually accrued in past years. Under the direction of Mr. Sutherland, the state secretary, subscriptions to the amount of \$9,000 were secured. These subscriptions, payable half in 1903 and half in 1904, were collected, for the most part, and, united with the membership fees, enabled the association to reach the year 1905 with current expenses paid and the debt reduced to \$1,000.

In the summer of 1903, Roy H. Campbell became general secretary and E. A. Merwin physical director. Under Mr. Campbell's very able management great interest was aroused among the boys and young men. Athletic activities and social affairs were specially prominent. Several radical changes in methods of work were adopted in 1903-04, among them, the discontinuance of Sunday afternoon religious mass meetings and the substitution of smaller group meetings for Bible study. Great efforts were made to bring into association influence the younger classes of young men, and this was successfully accomplished.

It became evident early in 1905 that the association's quarters were already inadequate in size and convenience, and, after careful consideration, the residence property at the northeast corner of Eighth and C Streets was purchased. A large, substantial house, with ample ground for building extensions, was thus secured at a cost of \$20,000. In order to build a gymnasium adjoining the house, make necessary repairs and changes, and provide for a large part of the current expenses, the association undertook to raise a fund of \$32,000. Secretary Campbell devoted himself to the task for many weeks, assisted by many friends of the association. It was impossible to obtain cash donations for such a sum, but by accepting subscriptions payable over a period of two years, the full amount was pledged without mortgaging its property, and the association secured sufficient loaned money to carry its finances during the two years.

In October, 1905, the old rooms at Sixth and D Streets were left and the removal made to the new house. The gymnasium, costing \$6,000, was built in the following months, and in May,

1906, the completed new association quarters were occupied and placed in full use. This happy consummation was not attained without toil and sacrifice. To the sorrow of all, Secretary Campbell's health broke down from overwork and nervous strain, just before the close of the financial canvass. He had planned and led all the work with untiring zeal until success was in sight, but was obliged to resign the office in December, 1905. Mr. Campbell's services to the San Diego Y. M. C. A. were remarkably strong. Full of youthful enthusiasm himself, he attracted and influenced other young men with power and moral helpfulness. In all the activities of association life he was efficient and forceful.

In January, 1906, Earle Davenport Smith was engaged as general secretary, and a little later Albert N. Morris as physical director. Mr. Smith found a heavy work of organization on his hands, owing to several months' interruption of regular, systematic management. He attacked it vigorously and at this writing (November, 1906) has an efficient organization and the best facilities for complete association service that this city has ever enjoyed.



FLORAL TRIBUTE ON FATHER UBACH'S GRAVE

CHAPTER II

SCHOOLS AND EDUCATION



IN EARLY Spanish days in California, the opportunities for education were extremely limited. The members of the wealthy class usually had some education, but few of the lower classes could read or write. There were no established schools outside the missions, but it was customary for the mothers of families to teach their children what they could.

The story of the struggle for education is a pathetic page in early California history. The governors were in favor of education, as a rule, but they received no support whatever from the missionaries and almost none from the other inhabitants. It was, indeed, the deliberate policy of Spain to keep its colonial subjects in ignorance, on the mistaken theory that this would prevent the growth of discontent. After the change to Mexican rule the cause of education received only a lukewarm support from the general government. The missionaries were at all times firmly opposed to popular education, which now seems to us a singular thing when it is recalled that they were men of culture; but this was entirely consistent with the policy of the Church and of Spain, at the time.

As early as 1793, Viceroy Gagedo ordered that schools should be established for both the Spanish and Indian children. The wily missionaries professed obedience, but soon found an excuse for non-compliance in a mythical lack of funds. A few persons supposed to be competent to teach were found, and in 1794 or 1795 Manuel de Vargas, a retired sergeant of San José, who had opened there the first school in California, came to San Diego and began to teach. How long this school continued we do not know, but probably not very long, and if de Vargas was like the other retired officers who were selected for teachers at the time, his qualifications were very slight. In 1795 a tax was levied for the support of the schools, but they languished, and before the close of the century had been abandoned.

During the rule of Governor Sola, from 1814 to 1821, schools were again opened. Settlers and invalided soldiers were employed, who taught reading, writing, and religion. Pio Pico, who was one of a class taught at San Gabriel in 1813 by José

Antonio Carrillo, said that part of his work consisted of covering several quires of paper, from a copy, with the name "Señor Don Felix María Callejas." Sola was earnest in his desire to aid the cause of education and spent his own means freely in the effort. He imported two Spanish professors with a view to founding a high school at Monterey, but the learned gentlemen found the conditions so unpromising that they remained only a few weeks. The missionaries were hostile, the people apathetic, and Sola was obliged to abandon the undertaking.

In 1824 Governor Argüello called the attention of the assembly to the subject of education, but nothing was done.

Echeandía was also a friend of education and tried to accomplish something. Before coming to California, he engaged the services of two teachers of primary schools; but when they reached Acapulco they could proceed no farther because the province was unable to pay their passage to Monterey. Shortly after Echeandía's arrival, the assembly, at the governor's suggestion, requested the government to send a few masters for primary schools, at his own cost; but this request was refused. Having failed to secure results through civil authorities, Echeandía ordered the commanding officers to compel parents to send their children to the schools which he had established. This had some effect, and by the year 1829 there were—on paper—11 primary schools in the territory, with an enrollment of 339 pupils.

A few details of the school which was taught in San Diego at this period have come down to us. It was maintained from August, 1828, to December, 1829, with an enrollment of 18 pupils. The teacher was Friar Antonio Menendez, and his salary was \$18 per month. From the accounts which have come down of this friar's character and attainments, there is slight doubt that he was, if possible, even more unfit for the work than the retired soldiers usually selected, who were often barely able to read and write.

But Echeandía, like his predecessors, found that zeal alone could not prevail against his heavy handicaps. Toward the latter part of his stormy administration he seems to have abandoned the unequal contest and surrendered the field to the forces of darkness.

In May, 1834, Governor Figueroa reported that there were primary schools at only three places, San Diego not being one of the three. In the following February, the same official advised the alcalde of San Diego that parents need not send their children to school, if they found it inconvenient.

Governor Alvarado was a believer in education, but his efforts were no more successful than those of his predecessors. In the fourth year of his rule, he declared there was scarcely a school in the whole territory. Micheltorena and Pico both struggled with the problem, in vain. On May 1, 1844, the former issued a decree providing for the opening of schools (with a solemn mass) on the first day of the following June; but this order was obeyed in only a few places, and in those few it was found impossible to raise money to pay the teachers.

The dearth of education and of schools was as great when the Americans took possession of the country as it had been in 1800—perhaps greater. Very often the commanding officer of a garrison had to request that a man qualified to act as amanuensis be sent to him from another presidio. The commissioned officers had only the rudiments of an education and the civil authorities were in many cases little better off. Pio Pico once went to Los Angeles at a time he was out of favor with the alcalde of that place. Being told that he would not be received without a passport he forged one, knowing the alcalde was illiterate, and presented it upon his arrival. The alcalde took and pretended to read it, then returned it to Pico and expressed himself as being perfectly satisfied.

Soon after the organization of the city government, steps were taken to establish a public school. The minutes of the council show the following entry under date of November 7, 1850: "The mayor made a verbal communication to the council, stating that a lady was in the place who had the reputation of being a good teacher and who is desirous of opening a school. He recommended that the large room in the Town House be appropriated for a school room." This lady was Miss Dillon. The front room of the Town House was set apart for the purpose, but Miss Dillon thought it unsuitable and declined to teach in it. The city marshal was thereupon instructed to find a suitable room to be rented, and he proceeded to let two rooms in his own house to the council, for which he was to receive \$60 per month for the first six months and \$40 per month thereafter. Bills amounting to \$155.69 for furniture for the school were paid. The teacher's salary was fixed at not exceeding \$1,200 per annum, and there is a record of one month's salary being paid, at the end of February, 1851. How long the school continued it is impossible to ascertain, but apparently it was not long, and in the two or three years following it was kept open very irregularly, if at all. On July 30, 1853, the *Herald* said: "A short time since, one of the ward schools in this city which had been closed for a time was re-opened." This was the occasion on which, the trustees having distributed a circular giving

notice of the opening of the school and inviting all parents to send their children, Father Juan Holbein forbade the members of his flock to do so. The name of the teacher of this school does not appear.

The beginning of the period of steady maintenance of the public schools in San Diego dates from July 1, 1854. The county had received no part of the state school funds for that year, on account of its failure to maintain a school for at least three months prior to the first day of October the year before. In order that this should not happen again, hurried action was taken on the date named. E. W. Morse gave the following account: "Up to July 1, 1854, there had been no public school in San Diego County, but on that day the county court being in session, Cave J. Coutts, the judge, appointed William C. Ferrell county superintendent of schools, who at once appointed E. V. Shelby census marshal, and J. W. Robinson, Louis Rose, and E. W. Morse school trustees for the whole county. Within a few hours the trustees had received the marshal's report, had hired a room for the school, and employed a teacher, so that before night a public school was in full operation under the school law of the state." Mr. Morse, although always accurate and clear-headed, had evidently forgotten the earlier attempts at a school; and the appointment which Ferrell received was that of assessor (the office being vacant on account of George Lyons' refusal to qualify), and the law then making the assessor *ex-officio* superintendent of public schools. The teacher employed was Miss Fanny Stevens. On December 2d, the *Herald* stated that she had about 30 pupils; and it may fairly be said that she was the first teacher who established and maintained a public school in San Diego.

From this time on, the school was maintained with regularity and statistics begin to be available. In October, 1855, School Marshal Thomas E. Darnall reported 117 children of school age in the county. In 1856, Joshua Sloane taught in San Diego from January 21st to March 21st, at a salary of \$75 per month, and had an enrollment of 32. The branches taught were: Orthography, reading, writing, geography, arithmetic, and English grammar. W. H. Leighton was then the teacher for three months beginning July 7th, at a salary of \$50, and had an enrollment of 29. He taught the same branches, excepting grammar, and also taught history, geometry, algebra, French, and Spanish.

In the spring of 1857, Leighton taught four months at a salary of \$75. In the fall, James Nichols taught 3 1-3 months at \$60, and had 49 pupils enrolled. There were 138 children of school age in the county. Nichols taught both the spring and

fall terms in 1858, also a four-months term in 1859. By the year 1860, the pupils of school age in the county had increased to 320. The only school house in the county had been erected at Old Town. It consisted of one room, 24x30 feet, with a ceiling 10 feet high. During the year 1863, 8 months of school were taught, Mary B. Tibbetts and Victor P. Magee being the respective teachers of the two terms.

In 1864, J. L. McIntier was school marshal and E. W. Morse school trustee. Total children of school age, 317. The year



DUNCAN MACKINNON
City Superintendent of Schools

1865 is when Miss Mary C. Walker came to teach the school, and an entry in the records in 1866, reading, "We have been without a teacher since June 1," probably marks the date of her resignation. Miss Augusta J. Barrett came in this year to succeed Miss Walker, and taught until she was married to Captain Mathew Sherman, in 1867. The records are meager during the '60's, the names of teachers not appearing in many instances. In the year last named, there was a school library of 61 volumes, valued at \$50.

The first school in New San Diego was taught by Mrs. H. H. Dougherty, in the old government barracks, in 1868. In the same year, the first public school in Horton's Addition was opened in rented rooms on the lot at the corner of Sixth and B Streets, donated by Mr. Horton. The teachers named in the records in this and the following year are Mr. Parker and Miss McCarrett. In August, 1869 a public school was re-opened in the barracks, under Mr. Echels, and in December the teacher at the B Street school was Mrs. Maria McGillivray.



MIDDLETOWN SCHOOL

In 1870 the first public school building was erected on the B Street lot, the school removed into it and divided into three grades. The principal was J. S. Spencer, the intermediate teacher Miss Lithgow, and the primary teacher Miss McCoy. The number of school children in the Old Town district was 512 and in the new town, 243. In 1871, the schools were reported to be in "a deplorable condition." "The county superintendent is paid nothing for his increased service, and consequently did nothing." Only one district in the county had sufficient

funds to maintain a school eight months. Notwithstanding these conditions, another school was opened in Sherman's Addition, on lots donated by Captain Sherman. This school was named "the Sherman School" in honor of Captain Sherman and is still so known.

From this time onward, the story is one of continuous growth. The annals are too voluminous for reproduction, but the most important events will be noted and present conditions described.



B STREET SCHOOL

In 1873 the first county institute was held in San Diego. Thirteen teachers were present. Lectures were delivered by State Superintendent Bolander and Dr. G. W. Barnes. During 1876 and 1877 a more thorough organization into grades was made and the work systematized. In 1878 there was much complaint about inadequacy of accommodations, and an election was held which authorized the levy of a special tax to build schools and employ teachers. In the next year the enrollment increased 50 per cent, and a bonded indebtedness of \$50,000 was thought necessary to relieve the strain.

In 1881, Joseph Russ, of the Russ Lumber Company, offered to give the city all the lumber necessary for the construction of a new school building. This resulted in the building of the "Russ" school building, later and at present used for the San Diego high school. The first school was opened in this building on August 14, 1882, when 276 pupils were enrolled and 32 turned away for want of room. The principal was J. A. Rice; assistant, Miss E. O. Osgood. The total cost of the building to the city was \$18,418.73. This was the first good school building which the city owned.



SHERMAN SCHOOL

The High School was organized in January, 1888. The first instructors were: Mrs. Rose V. Barton, Mrs. Julia F. Gilmar-tin, Mr. and Mrs. J. K. Davis, and Miss Ella McConoughy. Professor Davis was principal.

The Kindergarten Department was first introduced at the Sherman School, in 1888, in charge of Miss Fischer. It was soon after extended to other schools, and is now an established and valued part of the school work.

The high school building was erected, as stated, in 1881 and 1882. The erection of a new high school building has been recently begun. It will cost \$201,000 for the building alone, and the furnishings will cost \$35,000 more. It will contain 62 rooms, whereas the old one contained but 17, which throws an interesting side light on the growth of the city. The new structure will be one of the most substantial, beautiful, and up-to-date buildings in the state. It will be provided with several lecture rooms, assembly halls, science rooms and rooms for the art department,



LOGAN HEIGHTS SCHOOL

gymnasium, study rooms, and offices for the officials. When the new building is completed and occupied, the present high school building will be utilized as a polytechnic school.

The Middletown School was built in 1888. It contains 11 rooms.

The B Street and Sherman Schools were built in 1889 and the Logan Heights (then known as the East School) a little later. The first two named cost \$30,000 each. The B Street and the Sherman School have each 14 rooms. At Logan Heights,

there are 12 rooms. The University Heights School has 9 rooms. The other schools in the city are: The Lowell School, 7 rooms; the Franklin School, 9 rooms. The Manual Training School has 1 room, and there are 2 kindergarten bungalows. The schools outside San Diego proper, but within the city limits, and under the charge of its Board of Education, are: La Jolla, 2 rooms; Old Town, 2 rooms; Roseville, 2 rooms; Pacific Beach School, 2 rooms; and Sorrento, 1 room.

In 1888, a school building was erected in Mission Valley and a school maintained for about ten years, but it has now been abandoned.

On June 30, 1906, the citizens of San Diego voted to issue bonds amounting to \$120,000 for the construction of several modern school buildings. The money is now available, and the work progressing rapidly. When these buildings are completed, San Diego will stand second to no other city of its size in the completeness of its school building equipment. The corps of teachers numbers 100. The salaries paid run from \$900 for the first year to \$1200 for the second and subsequent years. In the grammar schools, the pay for the first year runs from \$600 to \$800; in the second year \$30 is added, the same in the third, \$40 in the fourth and \$40 in the fifth. Duncan MacKinnon is the present city superintendent of schools. S. W. Belding is secretary of the board of education, having served since June, 1903. He is the first regularly appointed secretary, a member of the board of education having served as secretary without pay prior to his appointment. The enrollment of the pupils in the city proper the past year was 4,243, and the census marshal's return 4,379, leaving only 136 children of school age not enrolled. The total expenditures for the support of schools last year were \$100,253.47.

The course of physical culture in the public schools is one of their most valued features. It was first suggested and largely brought about by the Concordia Turnverein. The first instructor was Professor L. de Julian, who acted as physical director from 1900 to 1902. The present director, Professor Trautlein, began the work in 1903. The German system is used, consisting of dumbbell exercises, club swinging, apparatus work, calisthenics, and games. These are for the children of all grades, from the first to the eighth. The director visits one or more schools each day and gives fifteen minutes' instruction to teachers and pupils, and each class devotes the same time daily to the work, under the instruction of the teachers. Each school is equipped with dumbbells, wands, clubs, horizontal bars, rings, and climbing ropes, also a basket ball court for boys and girls.

San Diego is with reason proud of its schools. The course of study is good, and the schools are accredited. The teachers are well trained and devoted, the board of education progressive, and the whole system one which reflects the highest credit upon the place and people.

Of private schools, San Diego has had a number from an early day. The first was the academy of Professor Oliver, established in 1869. In 1872 he sold the buildings to Miss S. M.



FRANKLIN SCHOOL

Gunn, who removed them to Ninth and G Streets, added improvements, and opened the San Diego Academy. J. D. Dorlan had a "select school" at the corner of Seventh and H Streets, in 1872. Rev. D. F. McFarland opened his seminary in 1873, and Mrs. O. W. Gates established the Point Loma Seminary in the same year. R. Roessler had a private academy in Gunn's academy building in 1879. The first "business academy" was opened by Professor E. Hyde, in 1882.

The Academy of Our Lady of Peace, 1135 A Street, is conducted by the Sisters of St. Joseph. It is a boarding and day

school for girls and young ladies, well equipped for the development of the mental, moral, and physical powers of its pupils. There is also a separate school for boys.

The San Diego Free Industrial School was founded in 1894 by Mrs. J. F. Cary, of San Diego. Her original intention was to start a sewing school for girls and to improve the condition of the children living on the water front. It was soon found necessary to make provision for the training of children of both sexes and after six months boys were also admitted. From this



WILFRED R. GUY

Who represented San Diego in the Assembly at Sacramento when the State Normal School bill was passed for the second time and signed by the Governor

beginning the scope of the work has grown until it now embraces a number of activities.

In its early days, the school occupied a room on the ground floor of the Montezuma Building, corner of Second and F Streets. Later it was removed to the Tower House, on Fourth and F, and thence across the street to what is now known as the Worth lodging-house, where it remained until the summer of 1897. At that time the new Congregational Church had been completed and the congregation was ready to move out

of the old tabernacle, then standing on Ninth and F Streets. Through the efforts of Mr. Marston and Mrs. Cary, the old building was secured as a home for the industrial school. A lot on the northwest corner of State and F Streets, fifty feet wide, was purchased, and the building renovated and removed thereon.

Since securing permanent quarters, the school has grown steadily. There is a manual training school where boys are taught the use of tools in various trades, a cooking school in which girls learn plain cooking practically, a sewing school, etc.



STATE NORMAL SCHOOL

The school is supported by voluntary contributions and all tuition is free. The school is incorporated, and Mrs. Cary was its first and is its present president and manager.

The movement to secure a State Normal School for San Diego was undertaken in 1894, and was due primarily to the great expense and inconvenience experienced by San Diego families in sending their children to the State Normal School at Los Angeles, and other institutions throughout Southern California. This expense was estimated at \$2750 per month,

and it was obvious that such conditions could not continue indefinitely.

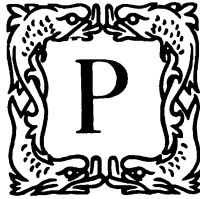
The agitation was begun by Harr Wagner, then county superintendent of schools, and Prof. Hugh J. Baldwin, who was then in charge of the Coronado Schools. A munificent offer by Mrs. O. J. Stough greatly simplified the undertaking and undoubtedly contributed materially to the early success of the movement. It was proposed that the building and grounds of the college at Pacific Beach should be used for the new Normal School, and this property, valued at \$100,000, Mrs. Stough offered as a free gift to the state. With this splendid inducement to offer to the legislature Senator D. L. Withington and Assemblymen Dryden and Keene were able to make a strong fight at Sacramento. They were supported by unanimous public sentiment, and materially aided by Professor Baldwin, who went to the capital for the purpose, having been selected by the citizens of San Diego as the representative of the Chamber of Commerce.

The bill to establish the school at this point passed the legislature in 1895, but was vetoed by the governor. Two years later the bill was pressed, Assemblyman W. R. Guy making it the especial object of his efforts. The legislature acted favorably upon it for the second time, and it was signed by the governor.

Although the generosity of Mrs. Stough doubtless secured the success of the project, her offer was not accepted, and in the end the Normal School was located on University Heights. Immediately after the bill became a law, two other sites were brought into competition with Pacific Beach. Escondido offered its fine three-story high school building, together with the grounds, and the College Hill Land Association offered eleven acres on University Heights. The board of trustees appointed by the governor to select the site for the school consisted of Thomas O. Toland of Ventura, J. L. Dryden of National City, John G. North of Riverside, and W. R. Guy and Victor E. Shaw of San Diego. They, with Governor Budd and Samuel T. Black, ex-officio members of the board, looked over the three sites and decided on the present location on University Heights.

CHAPTER III

RECORDS OF THE BENCH AND BAR



PROBABLY the average citizen of San Diego if asked to name the father of the San Diego bar, would at once think of Judge Oliver S. Witherby; and certainly, although we are not sure he was the very first American attorney to settle here, and although he did not practice long, yet by reason of his character and the many years during which he stood as a connecting link between the old and the new, he deserves to be so considered. Throughout the 50's and even earlier, there were a number of business men and others admitted to practice whose attainments were slight. But Witherby was a real lawyer, and a man of solid attainments. He spent nearly forty-seven years of his life in San Diego, and his election to represent the county in the first legislature, in 1850, as well as his appointment and service as the first judge of the first judicial district, shows the estimation in which he was held as a lawyer and a man.

In 1850 there were three practicing attorneys in San Diego; James W. Robinson, Thomas W. Sutherland, and William C. Ferrell. These men have all been mentioned in this history, and brief biographical sketches of them given. It would be difficult, if not impossible, to determine which was the earliest settler of the three. Robinson was the most substantial citizen and the best equipped lawyer, owing to his long experience, learning, and personal character. Ferrell was also an able man, and in the eight or nine years of his residence practiced quite actively; but he was somewhat eccentric and scarcely adapted to cut a large figure. He was the first district attorney of the first judicial district, in 1850-52. Sutherland was actively engaged in public affairs in the early 50's. He served as alcalde under the Mexican laws and as city attorney and district attorney under the American civil administration. As city attorney he prepared San Diego's first ordinances, in 1850-1, and rendered other services. In December, 1850, Ira W. Bird was appointed and acted for a time as county attorney, but there is nothing to show that he ever engaged in the practice of law.

In this year, also, John B. Magruder's name appears as an attorney. This, of course, was Colonel J. Bankhead Magruder.

who was at the time in command of the army post at San Diego.

Coming down a few years, we find the names of Lewis A. Franklin and J. R. Gitchell as attorneys; Franklin practiced very little, but Gitchell was the first attorney for the old San Diego & Gila Railroad, and drew its charter. He was also district attorney, a somewhat prominent resident, and regarded as an able man. D. B. Kurtz read law under Gitchell and in April, 1856, he and E. W. Morse and D. B. Hoffman were admitted to the bar, but none of the three ever engaged extensively in practice. Squire Ensworth, on the other hand, pursued the profession and gave it his exclusive attention. He was a self-made lawyer and was admitted about the same time as Mr. Morse.

At the time that Horton's Addition began to forge to the front, the prominent attorneys at Old Town were Benjamin Hayes, Wm. Jeff Gatewood, and W. T. McNealy.

Judge Hayes was a resident of Los Angeles when elected district judge, in 1859, and served until 1864. In 1869 he removed to Old Town and engaged in the practice of law. He was state senator in 1866-67. He died in Los Angeles, August 4, 1877. Judge Hayes was the leading lawyer of San Diego in all matters pertaining to land titles, and a cyclopedia of information on Spanish land grants. He was the attorney for the plaintiffs in the suit for the partition of the Middletown Addition. In the course of his practice he accumulated a large number of documents relating to land titles and early history, which he turned over to H. H. Bancroft.

Gatewood came in October, 1868, to establish the *Union*. In the following May he sold his half interest in the paper to Charles P. Taggart, and the paper was soon after removed to New San Diego, while Gatewood remained at Old Town and engaged in the active practice of law.

Colonel Gatewood was a native of Kentucky, a man of fine personal presence and great native talents. He served in the Mexican War and after that settled in Calaveras County, California, where he published the *San Andreas Register* and took a hand in politics. In the course of the vicissitudes of the latter occupation, in 1858, he fought a duel with Dr. P. Goodwin and killed him—a somewhat celebrated affair. After retiring from the *Union* Gatewood quickly built up a good practice. Besides having nearly all the criminal practice, he was usually employed on one side of most of the important civil cases. He was an excellent trial lawyer, ready and resourceful, and especially successful in his advocacy of causes before a jury.

After the county offices were removed to New San Diego, he took up his residence there and lived for several years in the house still standing at the southwest corner of Union and D

Streets. In July, 1872, he founded the *Daily World*. One of his most important cases was that of the People *vs.* Gregory, accused of murder, wherein he succeeded in securing an acquittal against great odds. He was also interested in the suit of Pico *vs.* Forster, involving the ownership of the Santa Margarita rancho, but in that case his clients lost. In the Hinton will case he represented the executors, and in the contest over the removal of the county seat was attorney for the people of Old



OLIVER S. WITHERBY

"Father of San Diego Bar," who lived here forty-seven years, representing the county in the first legislature and occupying the bench for a long period

Town. In 1873 he was a prominent candidate for the Democratic nomination for district judge, but was defeated by W. T. McNealy. He died on board the schooner *Rosita*, in San Diego Bay, March 27, 1888.

W. T. McNealy practiced law in San Diego longer ago than any other man now living here. He is a native of Georgia, but his father removed to Florida and he spent his youth there. He came to California in 1849 and arrived in San Diego on the 31st of March in that year. He relates that his first employment

after his arrival was given him by Cullen A. Johnson and consisted of making an abstract of the title to the Middletown Addition; the second was copying some records for Judge Hayes, in the matter of the estate of some minors. The following fall he received the Democratic nomination for district attorney and was elected, and two years later was re-elected for another term. The record which he made in the vigorous and successful prosecution of a number of criminals popularly supposed to be immune on account of their "pull," as well as his stubborn fight



BENJAMIN HAYES

District Judge, leading lawyer, and eminent authority on Spanish land titles

and final victory in the collection of the disputed tax levy for refunding the county debt, with practically all the property owners of the city and county arrayed against him, convinced the people that he was their friend and led to his nomination and election to the office of judge of the eighteenth district court, defeating Judge Rolfe, in 1873, for a term of six years. In 1879, the old district court having been abolished and the new superior court created, he was chosen to fill that office and served until October, 1886, when ill health caused his retirement.

After this he was engaged for a time in practice, but since 1888 has retired.

Cullen A. Johnson was district attorney in 1868-69. He came here in ill health, and died April 16, 1873, of consumption.

Daniel Cleveland is the oldest attorney, still engaged in practice and living here, who came direct to New San Diego. He is a native of Poughkeepsie, New York, the son of an eminent lawyer, and descended from Revolutionary stock. He came to San



W. T. MCNEALY

Who practiced law longer than any other man now living in the city. Elected District Attorney in 1869, serving four years. Elected judge of the Eighteenth Judicial District in 1873 for six years, judge of the Superior Court in 1879 and again in 1884. Retired from the bench in 1886 after serving thirteen years

Diego in May, 1869, and practiced law in partnership with his brother, Wm. H. Cleveland. The latter, a very able lawyer, died in New Hampshire in 1873. Mr. Cleveland has been an active participant in all the city's important steps of progress. He was attorney for the Texas & Pacific Railway five or six years, until it transferred its franchise to the Southern Pacific, and was attorney for the Bank of San Diego during its existence. He is a large property owner and a public-spirited citi-

zen. In the practice of law, his course has always been dignified and his attainments and talents command respect. His connection with the Protestant Episcopal Church has been described. He was one of the founders of the San Diego Society of Natural History, its president for a time, and always an active member and contributor.

In a growing community like New San Diego, there are always a few men who, by reason of their qualifications and force of



LEVI CHASE

Who located here after the civil war and took a leading place among lawyers. He was identified with important land litigation and thereby acquired extensive holdings in El Cajon Valley

character early take and easily maintain the lead in their professions. To attempt to select these men would ordinarily be a difficult and invidious task, but in the case of the early days of New San Diego, it is made easy by the agreement of those who knew them. The two most prominent and successful attorneys of early days in New San Diego, who came direct, were Major Levi Chase and Wallace Leach.

Major Chase was a native of Maine, and a veteran of the Civil War. He came to San Diego in 1868 and almost at once gained

a prominent position at the bar. One of his most important litigations was for settling the title and boundaries of the El Cajon rancho, and afterward for its partition among the successful contestants. This work was very profitable, but, as several people were dispossessed, considerable feeling was aroused. He was also interested in litigation over Warner's ranch. He formed a partnership with Wallace Leach about 1873, which



NORMAN H. CONKLIN

Judge of the Superior Court, to which he was elected in 1900 to fill an unexpired term, and re-elected in 1902. He was chosen district attorney in 1877

continued twelve or thirteen years. He took part in most of the important civil litigation of his day, but did not engage in criminal practice. He retired about 1895, and died May 31, 1906. He was regarded as a reliable lawyer and good counsellor.

Robert Wallace Leach was a native of Illinois, and a graduate of Harvard Law College. He came to San Diego in June, 1873, and soon after entered into a partnership with Major Chase. His specialty was criminal law and jury trials. He was brilliant, resourceful, and highly successful. His first laurels were won in defending Collector W. J. McCormick, who

was accused of robbing himself, as related in the account of governmental activities. About 1885, he formed a partnership with Judge Parker, which continued until Leach's death. He died May 13, 1888.

Charles P. Taggart also belongs to this period. He was the attorney for a number of corporations, such as the Pacific Mail and the Pacific Coast Steamship Companies, for Capron's stage line, for the Texas & Pacific Railroad, and finally city attorney. While city attorney, the trustees entered into a contract with



E. S. TORRANCE

Judge of the Superior Court. First chosen in 1890, he was re-elected in 1896 and again in 1902. The three terms for which he was chosen represent a service of eighteen years

him and General Volney E. Howard, of Los Angeles, by which they were to receive a large share of the tide lands in payment for their services in defending the city's claim to title in the litigation then pending. Much bitterness was aroused and, besides making many enemies, Taggart and Howard got no pay, as it was finally held that the city had no title.

Taggart's specialty was criminal practice. One of his most important cases was the defense in the case of *State vs. Bur-*

leigh, accused of murder. The evidence against Burleigh, although circumstantial, was strong, and public sentiment was against his client. He succeeded in securing a verdict of acquittal, and subsequent developments established to the satisfaction of many that Burleigh was really innocent. There is a tradition that when the jury first went out they stood 11 to 1, the 1 being Joshua Sloane, and that he talked over the



GEORGE PUTERBAUGH

Located, 1885; served as Superior Judge, 1889-97, chosen City Attorney, 1907; earnest advocate of large irrigation plan on Western Slope, which, if carried out, would have brought enormous benefits to city and county

other 11. Mr. Taggart can scarcely be called a successful lawyer. He dissipated his energies upon a number of activities. As related, he purchased Colonel Gatewood's interest in the *Union* in 1869, and was its editor and manager for a few months. He was also agent for the Pacific Mail Steamship Company. He died October 13, 1875; his monument bears the inscription: "A friend to free schools."

The judiciary of San Diego has, as a rule, reflected the high character of the bar. Of the district judges, only the first

(Witherby) and the last (McNealy) were residents of San Diego, while the others were from other sections of the district. The first county judge and *ex-officio* presiding judge of the court of sessions, was John Hays. After him were Cave J. Coutts, D. B. Kurtz, W. H. Noyes, Julio Osuña, Thomas H. Bush, and Moses A. Luce, who served until the office was abolished. Brief biographies of nearly all these judges have been given.



W. R. ANDREWS

Located, 1897; deputy district attorney, 1903-05; city attorney, 1905-07. Unquestionably, his most important public service was his single-handed fight to maintain the validity of the municipal bond issue of 1907, when his contention was sustained by the Superior Court and by the Supreme Court against the opposition of the leading bond experts of Southern California.

The first superior judge was W. T. McNealy. Upon his retirement, October 1, 1886, John D. Works was appointed his successor and was chosen at the next general election to fill the unexpired term. He served about a year, then resigned, and was succeeded by Edwin Parker.

Judge Works is a native of Indiana. He came to San Diego in 1883, after having served in the Civil War and in the Indiana legislature and written a text book on practice and pleading. He was soon after chosen city attorney. After retiring from

the bench, he formed a partnership with Olin Wellborn and John R. Jones. He afterward removed to Los Angeles, where he is now successfully engaged in the practice of his profession. He has served a term as judge of the supreme court of California, and stands high as a citizen and a lawyer.

Judge Parker completed the unexpired part of the term of Judge Works, and was regarded as an able jurist. He had been under-sheriff in 1873-74 and studied law and engaged in practice upon retiring from that position. He is spoken of as a man whose naturally fine powers were somewhat handicapped by his diffidence.

The year 1888 was the one at which the grand contest occurred between the "Gallaghers" and the regular Republican organization. The superior judge chosen at that election, John R. Aitken, was supported by the former organization. He was a young lawyer recently from San Francisco, who served one term. He returned to San Francisco and is now a practicing attorney there.

By February, 1889, the business of the superior court had increased so much that it was necessary to provide more judges. The legislature accordingly created two more departments and authorized the governor to fill them. Those appointed were George Puterbaugh and W. L. Pierce. In the fall of 1890 these two were elected for a term of six years, and the third judge chosen was E. S. Torrance.

Judge Puterbaugh made a good record. He is still engaged in the practice of his profession in San Diego, and enjoys the confidence and respect of the community. Judge Torrance has been upon the bench continuously for sixteen years and has two years yet to serve, but recently announced his intention of resigning. He is regarded as a very able jurist. Judge Pierce served out his term, but failed of a renomination. He was shot and dangerously wounded by W. S. Clendennin, who had been a party to a suit in his court and against whom he had ruled. Judge Pierce afterward left San Diego and went to San Francisco.

When the time came for the general election in the fall of 1896, the business of the court had decreased and one of the departments was discontinued. The two judges elected were E. S. Torrance and John W. Hughes. Judge Hughes died in office, and George Fuller was appointed to serve until the next election in the fall of 1900. At that election, Norman H. Conklin was chosen to fill the unexpired term, and he was re-elected in 1902. The two judges at this time are, therefore, Torrance and Conklin, and their successors are to be elected in 1908.

Judge Conklin is a native of Pennsylvania, and came to San Diego in 1874. He was associated with the late J. M. Julian in the publication of the *World*, and in 1877 was elected district attorney and served two years.

There have been a number of attorneys in San Diego, now deceased or removed elsewhere, of whom mention should be made.

Thomas P. Slade came to San Diego very early. He was a fine old gentleman who spent his last days at Julian. Lewis Branson had some of the most important land cases at New San Diego. He had been a judge in Wisconsin. He left before the boom and went to Washington Territory. S. S. Sanborn was another early arrival at Horton's Addition, and became associated with Charles A. Wetmore. He died here several years ago. Tyson & Swift were the attorneys for the land jumpers at Horton's Addition. They both went away early. G. A. Jones was from Texas, a fact which he took pains to place upon his sign. He was attorney for the ousted supervisors at the time of the trouble over the removal of the county seat, and won his case upon appeal. He was at one time in partnership with Chalmers Scott. He died in San Diego six or seven years ago. John R. Jones came from Tennessee and practiced a few years in partnership with Olin Wellborn. N. H. Dodson was from Sacramento. He lived on a ranch at Poway a few years, then returned to Sacramento. William H. Cleveland was an able and successful lawyer at Old Town, and the owner of Cleveland's Addition. A. C. Baker arrived about 1873, remained only a short time, then went to Los Angeles and later to Arizona, where he became chief justice of the territory in 1893. F. L. Aude came from San Francisco, practiced a short time, and then returned. William E. Darby was a resident of Old Town. He was elected district attorney, but died before entering upon the duties of the office. Wellington Stewart first practiced at National City and was attorney for Kimball Brothers. Later he was associated with D. C. Reed. He left San Diego in the 80's.

William J. Hunsaker grew up in San Diego and received his education in its public schools. He studied law in the office of Chase & Leach and practiced for a time in partnership with Judge Conklin. Later he was associated with E. W. Britt, with whom he is now practicing at Los Angeles. This firm stands very high at the California bar, and both are remembered kindly and regarded with pride by their former associates.

James S. Callen came to San Diego in boom days and was a noted criminal attorney for several years.



HENRY E. MILLS



W. A. SLOANE



S. S. KNOLES



ELIJAH W. HENDRICK

REPRESENTATIVE LAWYERS



H. E. DOOLITTLE



PATTERSON SPRIGG



SAM FERRY SMITH



EUGENE DANAY

REPRESENTATIVE LAWYERS

Of the remaining attorneys still in practice in San Diego, one of the oldest is Elijah W. Hendrick. Judge Hendrick served one term in the state legislature, in 1881, was district attorney in 1885-86, and also served as city attorney. He was one of the founders of the free public library, and has always been an active and public-spirited citizen. Moses A. Luce arrived in May, 1873. He has been associated with Judge Torrance and J. Wade McDonald, and is at present the senior partner of the firm of Luce, Sloane & Luce. His public services include a term as county judge, an active and effective part in bringing the Santa Fé Railway, etc.

S. S. Knoles is United States commissioner; H. W. Talcott, commissioner of the superior court; and J. Z. Tucker, United States referee in bankruptcy.

The San Diego Bar Association was formed April 22, 1899. The present officers are: Theron L. Lewis, president; Frederick W. Stearns, vice-president; Charles C. Haines, secretary; and J. Z. Tucker, treasurer. The membership is about sixty.

There are several other individuals and firms whose standing entitles them to fuller notice, and of whom the city is justly proud. All that can be done here, however, is to present a list of the practicing attorneys of San Diego at this time:

Anderson, Monroe B.	Kirby, Lewis R.
Arden, Henry	Knoles, Samuel S.
Bancroft, Griffing	Lamadrid, Tomas
Boone, Linden L.	Luce, Sloane & Luce (Moses
Bowman, A. B.	A. Luce, William A.
Capps, Eugene E.	Sloane, Edgar A. Luce)
Carter, Cassius	McDonald, J. Wade
Cleveland, Daniel	McKee, Clarke W.
Collier, Smith & Holcomb	Mannix, John B.
(David C. Collier, Sam	Mills & Hizar (Henry E.
Ferry Smith, Will H. Hol-	Mills, J. Clyde Hizar)
comb)	Mossholder, William J.
Comly, Harry R.	Mouser, A. C.
Crane, H. S.	O'Farrell, Fred
Dadmun & Belieu (Lewis E.	Palmer, Henry H.
Dadmun, Wm. T. Belieu)	Peterson, Edward W.
Daney & Lewis (Eugene	Pirkey, Oval
Daney, Theron L. Lewis)	Puterbaugh & Puterbaugh
Doolittle, Herbert E.	(George Puterbaugh, John-
Ecker, William H. C.	son W. Puterbaugh)
Guy, Wilfred R.	Riall, Ernest
Haines & Haines (Alfred	Riley, Lewis S.
Haines, Charles C. Haines)	Rippey, Charles H.
Hendrick, Elijah W.	Shea, Michael
Hitchcock, George N.	Soto, Jose M.
Humphrey, William	Sprigg, Patterson
Jordan, Adison D.	Stearns & Sweet (Freder-
Riall, Ernest	ick W. Stearns, Adelbert
Kew, Michael	H. Sweet)

ROLL OF ATTORNEYS

597

Taylor, Blaine
Thorpe, Milton R.
Torrance, E. Swift
Tucker, Jack Z.
Utley & Manning (Harry S.
Utley, John F. Manning)
Wadham, James E.
Walker, Clarke A.

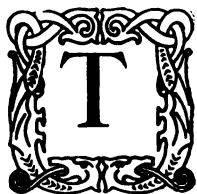
Ward, Martin L.
Whitehead, Fred G.
Wright, Schoonover & Win-
nek (Leroy A. Wright, Al-
bert Schoonover, Emilus
V. Winnek)



COUNTY COURT HOUSE, ERECTED IN 1892

CHAPTER IV

GROWTH OF THE MEDICAL PROFESSION



THROUGHOUT all the days of Spanish and Mexican rule, the practice of medicine was very primitive. A surgeon was attached to each presidial company and the missionaries, as a rule, had some skill. But the presidios were feebly maintained and usually slack in medical and surgical equipment; and the traditions lead to the belief that the missionaries were rather poorly equipped as regarded medical and surgical skill, even for that day. Still, the few simple things they could do seemed marvelous to the Indians, and the colonists were not far behind them in their gaping wonder at the exhibition of very slight attainments. When the missions went down and the presidios were but intermittently maintained, there were long periods when the people were without the services of a physician. It is said that for almost twenty years before the Mexican War there was no resident physician in San Diego.

Naturally, the people had some strange notions and superstitions about the practice of medicine. When Alfred Robinson lived in San Diego, in 1829, he found that every foreigner was supposed to have a knowledge of medicine. Being requested by an old woman to prescribe for her daughter, who was suffering with cramps, he prescribed a small dose of laudanum. This having a good effect, he found his fame as a physician established. He says that, had he been so inclined and willing to furnish the medicines himself, he could have had a good practice. Other visitors were less scrupulous, judging from the story he tells of a drunken American deserter who imposed upon the poor people of Santa Barbara, using his pretended knowledge of medicine as a means of procuring brandy for his own consumption.

The first American doctors in San Diego were the United States Army surgeons who came with the troops. Lewis B. Hunter and R. F. Maxwell, the surgeons of the *Cyane*, and the three doctors with Frémont's battalion, who arrived July 29, 1846, were undoubtedly the first, but they did not remain. There does not appear to have been a surgeon with the little garrison left under Captain Merritt; but when Commodore Stockton arrived

with his ships, early in November, the surgeons attached to his fleet landed with the men and performed duty on shore. After the battle of San Pasqual, they were joined by Dr. John S. Griffin, the surgeon of Kearny's force. These doctors found themselves confronted by the problem of providing hospital accommodations for the wounded men. This was accomplished by quartering them with the private families in the town, where



DR. DAVID B. HOFFMAN

One of the earliest physicians, and first president of the County Medical Society

the surgeons could visit them. From this time onward, San Diego was not again left without a physician and surgeon. There were always government troops present, in San Diego or at the mission, and the surgeons attached to these small commands bridged the gap between the Mexican occupation and the coming of civilian physicians by doing a little practice outside their official routine.

The honor of being the first American practicing physician in San Diego probably belongs to Dr. Frederick J. Painter. He was an invalid and died November 30, 1853, at which time it was stated that he was an old resident, but very little information

about him is given. His professional card appeared in the first number of the *Herald*, May 29, 1851, and he is mentioned at different times in that paper. He acted for a time as clerk of the common council in 1851—a position which paid \$50 per month.

There were at least two other men in San Diego about the same time as Dr. Painter who are called “doctor” in the records, but no evidence has been found that they engaged in practice. These are Dr. John Conger and Dr. Atkins S. Wright. The former acted as secretary of the *ayuntamiento* before the American civil administration began, and as clerk of the common council throughout the year 1850, at the time the “bood-



DR. JOHN S. GRIFFIN

Surgeon of Kearney's forces at the Battle of San Pasqual

ling” council was in power. Dr. Wright was a member of this first council, chosen June 16, 1850, and served one term. He was also city translator and interpreter and was well paid for his services.

Dr. David B. Hoffman was the next regular practicing physician to locate in San Diego. A brief biography of him has been given. He was a graduate of Toland Medical College. When he came to the Pacific Coast, he was at first in the employ of the Pacific Mail Steamship Company, between Panama and San Francisco. His card first appears in the *Herald* on December 1, 1855, which probably marks the date when he left the employ of the steamship company and settled in San Diego. In later years he was post surgeon of the army in San Diego. When the

San Diego County Medical Society was formed, July 23, 1870, he was chosen president of the organization, and the address which he delivered on that occasion is extant.

On April 19, 1856, Dr. George E. Knight's card appeared in the *Herald*, but, apparently, he only remained a short time.

Dr. Edward Burr came to San Diego from Oakland soon after the Civil War, and was coroner and county physician for several years, being first elected in 1867 and again in the four succeeding years. He was a native of Ireland and what would now be called "a doctor of the old school." Dr. R. J. Gregg was his assistant for a time in 1868-69.

An old resident of New San Diego relates that when he came, in 1869, it was often necessary for him to go to Old Town on business, and for this purpose he was accustomed to take Seeley's coach which ran between the two towns. The first time he made this trip, the coach halted in front of Dr. Burr's office, and the doctor came out and sprayed all the passengers with some liquid from a small perfumery spray. There was a smallpox scare on at this time, and it was his duty, as county physician, to disinfect all travelers arriving at the county seat, and that was the way he did it.

Dr. George McKinstry, Jr., came to California in 1846 and was somewhat prominent in the northern part of the state before coming to San Diego. He was first sheriff of the northern district, at Sutter's Fort, in 1846-47, and a business man at Sacramento and San Francisco at a very early day. He left a valuable diary. He died before 1880.

The physicians at Old Town when Horton came were Hoffman, Burr, and McKinstry, who had settled in the order named.

The first physician to settle in Horton's Addition was Dr. Jacob Allen, who came from Santa Clara in the spring of 1869. He was a graduate of Toland Medical College. He had his residence, drug store, and office on the east side of Fifth Street, near F. He was also the first postmaster and kept the post-office in his drug store. He remained here several years, but many years ago removed to Riverside, where he died. He was the father of Legare Allen, a well-known official and business man of San Bernardino. He was engaged in a number of activities and seems to have been regarded as an able man.

Dr. Robert J. Gregg is the pioneer of the physicians now living in San Diego. He is a native of Pennsylvania and a graduate of Jefferson Medical College, Philadelphia. He started west in the spring of 1864 and reached Texas, where he had yellow fever, and had to return home. In 1868 he came to San Diego, arriving October 16, and settled at Old

Town. After acting as assistant to Dr. Burr a few months, he opened an office of his own in Horton's Addition, on the west side of Fifth Street, opposite Dr. Allen's drug store. He has since resided in New San Diego and practiced until his retirement, a few years ago, and is one of the best known physicians in Southern California.

The next oldest pioneer physician of New San Diego is Dr. Thomas C. Stockton, who came here in 1869. He is a native



DR. ROBERT J. GREGG

Who settled at Old Town in 1868, but soon removed to the present city, where he practiced for more than thirty years. A man of rare culture, his writings and occasional addresses on literary topics enriched the city's intellectual life

of New Brunswick, Canada, and a graduate of Bellevue Hospital School. He was chosen coroner in 1875 and served two years, also as coroner and public administrator in 1880-1-2-3, and as city health officer at different times. Having purchased the property on the southeast corner of Columbia and F Streets, he leased it to the government for thirteen years and then he and Dr. Remondino occupied it for four or five years as a sanitarium. He was one of the organizers of the San Diego County

Medical Society, in 1870, and a regular practitioner still in practice. His reminiscences of early days are most valuable as well as his collections, among which is a record of births, kept before physicians were officially required to make such returns.

Dr. P. C. Remondino is also one of the few living pioneer physicians. He is a native of Turin, Italy, whose parents came to America while he was young. He graduated from Jefferson Medical College, Philadelphia, in 1865. Coming to San Diego



DR. THOMAS C. STOCKTON

A pioneer physician of New San Diego and relative of Commodore Stockton. Has served as coroner, public administrator and city health officer

in January, 1874, he opened an office next door to his old classmate, Dr. Gregg, and entered at once upon the practice of his profession. He was city physician in 1875-76; county physician for several terms; surgeon for the California Southern Railroad Company for some time; surgeon of the Marine Hospital, also surgeon for the Pacific Coast Steamship Company.

In 1887 he retired and built the St. James Hotel. In later years he resumed practice and is still actively engaged in it.

He is the author of several works on medical subjects which have a wide popularity, and is engaged in the preparation of others. His technical library is one of the best in the United States.

In 1874 the physicians in San Diego were: Drs. D. B. Hoffman, Edward Burr, J. Allen, R. J. Gregg, T. C. Stockton, P. C. Remondino, W. W. Royal, Wm. A. Winder, and Chas. M. Fenn. Dr. Fenn came to New San Diego soon after Dr. Gregg,



DR. P. C. REMONDINO

Equally distinguished as physician and author. His "Mediterranean Shores of America" and similar writings exerted a powerful influence in making the fame of the San Diego climate

but did not engage in practice for some time after his arrival. He served as county coroner, county physician, and public administrator several terms between the years 1873 and 1885. He died in March, 1907.

Dr. Winder is one of the best remembered of the later residents of Old Town. He was a native of Maryland who had led an adventurous life and was a veteran of both the Mexican and Civil Wars. In 1854 he sailed from New York as a cap-



DR. FRED BAKER



DR. P. J. PARKER



DR. A. J. ELLIOTT



DR. JOSEPH C. HEARNE

REPRESENTATIVE PHYSICIANS

tain with the Third Artillery Regiment, for San Francisco. The ship was wrecked and decimated by cholera, but he was among those rescued. Arriving at San Diego, he was stationed here and at Fort Yuma until the Civil War. After that war, he resigned his commission and, in 1872, settled at San Diego and engaged in practice. After practicing about twelve years he retired. He was a man of character and had other interests besides those mentioned. He painted the portrait of Judge



DR. DAVID GOCHENAUER

Located, 1886; founded the Agnew hospital, 1898; built Agnew Sanitarium, 1906; president Chamber of Commerce, 1907; county physician since 1896

Witherby which now hangs in the court house, and was the owner of Winder's Addition to San Diego.

There were also in 1874 the following other physicians in New San Diego: Drs. T. S. Harrison, W. S. Williams, Cluness Bibb, and Drs. Tufford and Barnes, the latter being the first homeopathist in San Diego. Dr. F. R. Millard came in October, 1874, and still lives here, keeping a drug store. This completes the list of early physicians.

The first county hospital was the old cobblestone jail which Haraszthy built, at Old Town. It was used for a short time, and then, about 1869, a large frame house at Old Town was rented for the purpose.

After the county offices were removed to New San Diego, one of the old houses built by William Heath Davis was purchased by Captain Knowles and removed to Eleventh Street



DR. C. C. VALLE

Located, 1885; city trustee, 1887; later, member of city council; appointed San Diego County Health Officer, 1904; identified with progress of county, particularly mining industries

in Horton's Addition, and was later used as a hospital. It is still standing, and is now occupied as a residence.

The county farm in Mission Valley was purchased in January, 1880, from the Commercial Bank. The magnificent new brick hospital building on the rim of the mesa overlooking the valley was erected in 1903-4. It is generously supported and well managed and is a credit to the people of San Diego County.

Following is a list of the physicians of San Diego at the present time. They are a fine body of men and women, who hold the professional standard high:

Anderson, Thomas B.
 Averill, Maria B.
 Baker, Charlotte J.
 Baker, Fred
 Burney, William A.
 Burnham, Fred R.
 Butler, Edward A.
 Crandall, Alice H.
 Cummings, William M.
 De Borra, Alexis
 Doig, Robert L.
 Elliott, Albert J.
 Escher, John F.

Hulbert, Robert G.
 Kendall, Oscar J.
 Klietsch, Otto
 Latta, Lelia
 Leisenring, Peter S.
 Lentz, Nicholas
 Howe, Robert C.
 Lewis, Eva. M.
 Lewis, J. Perry
 Luscomb, Charles E.
 Madison, Frank M.
 Magee, Thomas L.
 Marsh, Charles E.



BUILDINGS AT COLUMBIA AND F STREETS

Used by Drs. Stockton and Remondino as a sanitarium for several years

Fenn, Charles M.
 Fletcher, Oliver P.
 Franklin, Berte V.
 French, James M.
 Gochenauer, David
 Goff, H. Neville
 Goldschmidt, Leopold
 Grandjean, Arthur
 Greene, Dr. & Co.
 Gregg, Robert J.
 Grove, Edward
 Hearne, Joseph C.
 Hoffman, Mary E.

Mead, Francis H.
 Morgan, Addison
 Murphy, George S.
 Northrup, Daniel B.
 Oatman, Homer C.
 Parker, P. James
 Parks, Joseph A.
 Polhemus, W. P.
 Potts, Anna M. L.
 Powell, Charles S.
 Remondino, Peter C.
 Reyber, Ernst L.
 Roberts, Samuel L.

ROLL OF PHYSICIANS

609

Skewes, Thomas J. D.
Smart, Willard N.
Smith, David A.
Smith, Q. Cincinnatus
Steade, James M.
Stockton, Thomas C.
Stone, John B.

Sundberg, John C.
Thayer, Orson V.
Valle, Charles C.
Verity, Minnie E. J.
Waterman, Elmer L.
Willard, E. P.

OSTEOPATHS

Byars, William R.
Creswell, Lena
Elliott, David H.

Frazer, Charles F.
Woodhull, Anna B.
Woodhull, Frederick B.



THE NEW COUNTY HOSPITAL

CHAPTER V

THE PUBLIC LIBRARY



ETWEEN the fine library of today, in its rich Carnegie housing, and the earliest organized aspiration of the people for such an institution lay a score of years, marked by numerous vicissitudes. The humble beginnings of the free public library date back to January 24, 1870, when the first organization was formed at a meeting in the Baptist Church.

It was soon incorporated under the name of the Horton Library Association and was founded on the promise of Mr. Horton to donate 600 volumes which he had acquired from H. H. Bancroft in exchange for lots. Unfortunately, there was a disagreement with the donor, which ended in the withdrawal of the offer and the filing of new articles of incorporation under the name of the San Diego Library Association.

Says one of the members: "The only book the old Library Association ever owned was a pamphlet containing an address before the Bunker Hill Association, by George Warren, president of that society. This pamphlet was donated by Rev. Charles Russell Clark, of this city." In April, 1870, Mrs. E. W. Morse gave the association Lot 1, Block 18, Horton's Addition (now occupied by Unity Hall), which afterward became the property of the Society of Natural History. It was not until several years later, however, that efforts to put the association upon a working basis proved successful.

The San Diego Free Reading Room Association was organized March 1, 1872, and maintained until the library was opened to the public, in 1882. It was a movement by a number of the same citizens who had organized the Library Association, to provide a free reading room where periodicals could be found, until such time as the library could be put upon a working basis. The first officers were: Charles S. Hamilton, president; George W. Marston, vice-president; R. C. Grierson, secretary; E. W. Morse, treasurer; W. A. Begole, Bryant Howard, and S. G. Reynolds, trustees. Mr. Cleveland was active in the work of the organization. The reading room was situated on Fifth Street, next door to the postoffice, and was open from 10 A.M. to 10 P.M. In March, 1873, a concert given in its aid pro-

duced \$100, and Mr. Horton gave it the books which had been the bone of contention with the first association. These were afterward turned over to the new public library. In October, 1879, interest had flagged, the association was in debt, and the *Union* made urgent appeals for its support. There was some talk of a tax for its support in 1881, but the views of those who held that the time had come for the establishment of the public library prevailed.



THE PUBLIC LIBRARY

The first officers of the San Diego Library Association in 1870 were: G. W. B. McDonald, president; A. Pauly, vice-president; E. W. Morse, treasurer; C. Dunham, recording secretary; Daniel Cleveland, corresponding secretary; G. W. B. McDonald, G. A. Jones, J. Allen, C. Dunham, J. W. Gale, D. Cleveland, A. W. Oliver, A. Pauly, and J. M. Pierce, trustees. These men and their successors kept the spark alive until May 19, 1882, when the first board of trustees of the San Diego Free Public Library was organized. This first official board consisted of Bryant Howard, E. W. Hendrick, George N. Hitchcock, George W. Marston, and R. M. Powers. Howard was made president; Hendrick, secretary; and Hitchcock, treasurer. The

Commercial Bank offered the use of a suite of five rooms in its building free for six months, and the offer was accepted. Many citizens made donations of books, and others gave money. Among these early friends of the institution appear the names of Bryant Howard, E. W. Hendrick, A. E. Horton, Judge Alfred Cowles, Judge M. A. Luce, J. C. Frisbie, Rev. Mr. Cronyn, Dr. Remondino, Charles Treanor, George N. Hitchcock, Joseph Faivre, Mrs. Harriet Marston, and others. Generous givers in later years include Charles Nordhoff, Daniel Cleveland, George W. Marston, and others. On July 15, 1882, the library was formally opened to the public, with Archibald Hooker as librarian. The loaning out of books did not begin until early in September, 1883. August 6, 1884, Augustus Wooster became librarian and continued to act until September 6, 1887, when Miss Lou Younkin was appointed librarian and Miss Mary E. Walker became her assistant.

When first opened, the library seems to have depended largely upon donations of books; but the raising of funds by taxation soon provided means for the purchase of new books upon a more liberal scale. The amount raised for the library by taxation in 1881 was \$648.19. This grew to over \$2,000 in 1886, then took a jump to \$11,557.48 in the inflated days of 1887, but dropped to less than \$6,000 the next year. The number of volumes in 1887 was 1,800; a year later it was 5,500, and in another year was 7,000.

In 1889 the fourth floor of the Consolidated Bank Building was leased for four years, at a rental of \$150 per month. The first catalogue was issued early in this year. At the expiration of this lease, the library was removed to the St. James building, corner Seventh and F Streets, over the postoffice. Some 1,200 volumes were added in 1892, and in 1894 the total was 11,000 volumes. Early in 1895, the second catalogue was issued, conforming to the Dewey classification, which is still in use. Miss Younkin was succeeded by Miss Mary E. Walker, as librarian, in December, 1895, and she by Mrs. Hannah P. Davison in May, 1903. The latter is the present incumbent.

In April, 1898, the upper floor of the Keating building, on the northwest corner of Fifth and F Streets, was leased and the library moved thither, where it remained until the construction of the present library building.

In June, 1899, Mrs. A. E. Horton wrote Andrew Carnegie concerning the need of a library building in San Diego, appealing to the philanthropist for aid. She received the following reply:

JULY 7, 1899.

*Mrs. A. E. Horton, San Diego Public Library,**Madam:—*

If the city were to pledge itself to maintain a free public library from the taxes, say to the extent of the amount you name, of between five and six thousand dollars a year, and provide a suitable site, I shall be glad to give you \$50,000 to erect a suitable library building.

Very truly yours,

ANDREW CARNEGIE.

The trustees immediately accepted the offer and took steps to enable the city to meet its conditions. After several months' consideration a half-block was purchased on E Street, between Eighth and Ninth, for \$17,000. Plans were submitted by architects all over the country and those of Ackerman & Ross of New York were accepted. The cornerstone was laid on March 19, 1901, with Masonic ceremonies. Mrs. Horton read an historical review and Judge M. A. Luce delivered an oration. The building is not only a great ornament to the city, but provides ample accommodation for the various departments of the institution.

A list of the trustees, from the earliest down to date, follows:

BOARDS OF LIBRARY TRUSTEES

HORTON LIBRARY ASSOCIATION.

January, 1870. G. W. B. McDonald, President.
G. A. Jones.
J. Allen.
C. Dunham, Recording Secretary.
J. W. Gale.
D. Cleveland, Corresponding Secretary.
A. W. Oliver.
A. Pauly, Vice-President.
A. E. Horton.
E. W. Morse, Treasurer.

FIRST OFFICERS OF THE SAN DIEGO LIBRARY ASSOCIATION.

1870.

G. W. B. McDonald, President.
A. Pauly, Vice-President.
E. W. Morse, Treasurer.
C. Dunham, Recording Secretary.
Daniel Cleveland, Corresponding Secretary.
A. Pauly, J. M. Pierce, G. A. Jones, J. Allen,
C. Dunham, J. W. Gale, Daniel Cleveland, A.
W. Oliver, G. W. B. McDonald, Trustees.

May 23, 1873. E. W. Morse, President.
William S. Gregg, Vice-President.
D. Cleveland, Treasurer.
C. Dunham, Recording Secretary.
J. W. Gale.
A. W. Oliver.

HISTORY OF SAN DIEGO

Jacob Allen.
 W. A. Begole.
 Charles S. Hamilton, Corresponding Secretary.

OFFICERS OF THE SAN DIEGO FREE READING ROOM ASSOCIATION.

Served from March 8, 1872 to 1882. Charles S. Hamilton, President.
 George W. Marston, Vice-President.
 R. C. Grierson, Secretary.
 E. W. Morse, Treasurer.
 W. A. Begole, Bryant Howard, S. G. Reynolds, Trustees.

SAN DIEGO FREE PUBLIC LIBRARY.

First Board.
 May 22, 1882. Bryant Howard, President.
 E. W. Hendrick, Secretary.
 Geo. N. Hitchcock, Treasurer.
 G. W. Marston.
 R. M. Powers.

Second Board, June 7, 1887.
 D. Cave, President
 E. W. Hendrick.
 John Ginty.
 E. T. Blackmer.
 G. N. Hitchcock.

Third Board, June, 1889.
 D. Cave, President.
 E. W. Hendrick.
 John Ginty.
 George, N. Hitchcock, Secretary.
 E. T. Blackmer.

Fourth Board, May, 1893, the same members having held office from June, 1887 to May, 1893.
 D. Cave, President.
 Philip Morse.
 Charles S. Hamilton.
 E. W. Hendrick.
 H. M. Kutchin, Secretary.

Fifth Board, May, 1895.
 D. Cave, President.
 E. W. Hendrick.
 George W. Marston.
 Philip Morse.
 Harriet W. Phillips, Secretary.

Sixth Board, May, 1897.
 D. Cave, President. In August, 1897, D. Cave sent in his resignation as member of the Board—
 E. W. Hendrick. accepted Dec. 14, 1897,
 George W. Marston. and Dr. Fred Baker
 Philip Morse. appointed in his place.
 Lydia M. Horton,
 Secretary.

Seventh Board, May, 1899.
 Philip Morse.
 Frederick W. Stearns.
 E. W. Hendrick.
 James W. Somers.
 Lydia M. Horton.

BOARDS OF TRUSTEES

615

Eighth Board, May, 1901.

Philip Morse.
Frederick W. Stearns.
Ernest E. White.
A. Will Angier.
Lydia M. Horton.

Ninth Board, May, 1903.

Leroy A. Wright, President. October, 1903, Mrs.
Lydia M. Horton, Secretary. Horton resigned,
Frederick W. Stearns. and August, 1904,
J. C. Hearne. the vacancy was filled by the
C. F. Francisco. appointment of Julius Wan-
genheim.

Tenth Board, May, 1905, as appointed by Mayor Frank P. Frary.

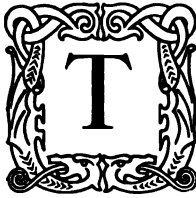
Leroy A. Wright, 3 years.
Frederick W. Stearns, President, 2 years.
Julius Wangenheim, 4 years.
H. P. Davison, Secretary.

January 5, 1906, a new board was appointed by Mayor Sehon
as follows:

Sam Ferry Smith, President, 2 years.
Rev. Clarence T. Brown, 3 years.
Col. Fred Jewell, 4 years.

CHAPTER VI

STORY OF THE CITY PARKS



THE time has come when everybody can see that the great City Park (which is worthy of a more notable name) is destined to be one of the chief beauties and glories of San Diego and one of the famous parks of the world. For many years it looked otherwise, for the reservation of 1,400 acres in the heart of the town appeared like the most hopeless of waste places and few believed that it would be possible to command the water, the money, and the genius to develop it to the highest advantage. Suddenly the situation changed. Civic pride was aroused and directed along intelligent lines. The finest landscape architects were employed to work out comprehensive plans and put them in the way of gradual realization. Money was obtained from private and public sources to carry on the work, and its administration was vested in the hands of devoted citizens who stood ready to give freely of their time and thought to this labor of love.

It is seldom, if ever, true that a great public development may justly be credited to any single individual. The history of the City Park is no exception, as we shall see, yet in this instance there is one man who did so much, and did it so generously and wisely, that he is entitled to unstinted praise and to lasting remembrance. This man is George W. Marston. He was one of the few who never lost faith in the possibilities of that large tract of arid land, and he was the man who came forward at the critical moment to employ the finest genius in America to translate the barren wilderness into a spot of perennial beauty by means of a well-conceived, harmonious, unified design for its artistic development. The undertaking cost him \$10,000 to start with, and this was doubtless but the beginning of his benefaction. As in all such cases, his financial contribution was of less value than the moral influence which it set in motion, for the enthusiasm of the whole citizenship was immediately enlisted in behalf of this neglected asset of San Diego. While the history of the park reflects credit upon many individuals, as well as upon the city as a whole, it will doubtless be regarded in the

future as an enduring memorial to Mr. Marston's public spirit and civic pride.

Before the coming of Horton, there was so much land belonging to the city, and it was worth so little, that it did not occur to anyone that it was necessary to reserve a large tract from sale for park purposes. The trustees were glad to get rid of it, to secure settlers and pay the city's debts. There is a record of two 160-acre tracts being sold for less than seven cents an acre. But when the great dream began to come true, when Horton's new town began to rise on the brushy mesas, and the city lands began to sell rapidly, it was seen that the best of them would soon be gone and that, if a park were to be reserved, it was necessary to act without delay.

The first official action was taken on February 15, 1868, when E. W. Morse presented a resolution to the board of trustees "that the present board reserve two of the one hundred and sixty acre tracts of the city lands for the purpose of securing to the inhabitants of the city of San Diego a suitable park." The members of the board were J. S. Mannasse, Thomas H. Bush, and E. W. Morse. President Mannasse appointed Morse and Bush a committee to select the 320 acres, which it was thought would be sufficient; "but afterward," said Mr. Morse, "when we found so much land, we concluded to lay out a larger park." The committee certainly exercised excellent judgment in its selection. They selected pueblo lots 1129, 1130, 1131, 1135, 1136, 1137, 1142, 1143, and 1144, comprising a solid block of nine quarter-sections. In the meantime, however, on the 13th day of February, 1868, Isabella Carruthers stole a march upon them and bought the southwest quarter of lot 1144 for \$175, which took a 40-acre "bite" out of the southwest corner of their tract. The minutes of the trustees' meetings are very scanty, but it appears that on May 26th it was resolved that this tract "be for a park." The trustees who took this action were José Guadalupe Estudillo, Marcus Schiller, and Joshua Sloane.

It was scarcely to be expected that the reservation of this large tract at such an early day would pass unchallenged. There were those who honestly thought it against the public interest to try to maintain so large a park, and, it is to be feared, others who were interested only in the profits they hoped to make out of the sale of these lands, if they could succeed in having them thrown upon the market.

The effort to cut down the size of the park began early and lasted long. On February 4, 1870, an act was passed by the state legislature to insure the permanency of the reservation, which declared that the tract should "be held in trust forever by the municipal authorities of the said city for the use and pur-



GEORGE W. MARSTON

San Diego's leading merchant who began with the town's small beginnings and grew with its growth. Conspicuously identified with every movement for civic progress, his great and lasting contribution to the community is his work for the City Park

poses of a public park, and for no other or different purpose." After this bill had been introduced, it was discovered that an effort had been made to defeat its purpose surreptitiously by inserting a provision for the sale of 480 acres, and the restoration of the bill to its original form was only accomplished by prompt and strenuous action by the friends of the park. At the next ensuing session an effort was made to repeal this act, which was only defeated by a remonstrance signed by all the leading citizens, and nearly all the voters, of San Diego. Among those most active in working for the preservation of the park were Daniel Cleveland, Levi Chase, George W. Marston, E. W. Morse, Dr. R. J. Gregg, Charles Hubbell, A. E. Horton, George N. Hitchcock, James M. Pierce, Thomas L. Nesmith, Captain Mathew Sherman, Joshua Sloane, and many others. It would be impossible to enumerate all these earliest and truest friends of the park; perhaps a word for those who are dead and gone and cannot speak for themselves may be pardoned.

Besides having the honor to introduce the resolution for its reservation, and to act as one of the committee which selected it, Mr. Morse remained one of the park's staunchest friends and in the front of every fight for it. Joshua Sloane was one of the trustees who voted to confirm the committee's report, and in his capacity as clerk of the board was watchful of its interests and filled with righteous indignation against its enemies.

Certainly, the slow development of the park gave aid and comfort to those who thought it too large. The first improvement work was accomplished by the Ladies' Annex to the Chamber of Commerce. About the year 1889 they raised \$500 by popular subscription and planted a strip of 10 acres along the west side of the park with trees. Perhaps a third of these trees survive and some of them have prospered fairly well. In 1892 a tract of 36 acres in the northwest corner was leased to Miss Kate O. Sessions for use as a nursery, on condition of the permanent planting of 100 trees, and the donation of 300 more to the city, annually. When Miss Sessions removed her nursery there was left the beginning of the first satisfactory planting in the park.

The first definite move toward the systematic development of the park began on August 15, 1902, when Mr. Julius Wangenheim suggested to the Chamber of Commerce the appointment of a "Park Improvement Committee." The committee consisted of Mr. Wangenheim, chairman; U. S. Grant, Jr., George W. Marston, William Clayton, and D. E. Garrettson.

It was at this time that Mr. Marston came forward with his offer to provide for the preparation of adequate plans. Thus encouraged, the work of obtaining subscriptions was begun by

sub-committees. The late John Allyn had bequeathed the city \$3,000 for park improvement and, with this nucleus, the fund soon reached \$11,000, exclusive of Mr. Marston's contribution. Correspondence was begun with a number of persons qualified to give advice on the subject.

The result was the employment of Mrs. M. B. Coulston as secretary of the Park Improvement Committee and the employment of Samuel Parsons, Jr., & Co., of New York, to prepare the plans



GEORGE COOKE

Associated with Samuel Parsons in planning park improvement and superintendent in charge of the work; also identified with other works of landscape architecture which have beautified the city and its surroundings

for the improvements. Mrs. Coulston had been for ten years one of the editors of *Garden and Forest*, in New York City. She arrived in San Diego late in September, and at once began active work on behalf of the park, delivering addresses and writing a large number of contributions to the local newspapers on the subject, besides conducting correspondence, keeping accounts, and aiding the committees in many ways. This gifted woman went to Berkeley to pursue her studies in 1904, and died there

in July of that year. Many citizens rendered important services to the park at this time, but probably no other persons gave so much of the best that was in them as did Mrs. Coulston. She was of a sincere and intense nature and threw herself into the work with a joyful abandon. Her name and labors will not soon be forgotten.

Mr. Parsons arrived in San Diego on December 21, 1902, and after a reception by the Chamber of Commerce entered immediately upon his work. A contour map being needed, Mr. J. B. Lippincott, of Los Angeles, was employed to prepare it, and as fast as the sections were finished they were sent to the architects in New York. The map of roads and paths for the southwestern section of the park was received by the committee in May, 1903, and in September a planting list showing the number and kinds of trees. In July, George Parsons came and spent five weeks. In August, an appropriation of \$1,700 was made for laying water pipes on the west side of the park. On December 20th, George Cooke, Mr. Parsons' partner, arrived and brought with him a sketch of the entire tract to be worked out. The grading at the south end was at once commenced under his direction. In January, 1904, the park map was approved.

On January 27, 1905, the city charter was amended with the emphatic approval of the voters so as to provide an annual park appropriation of not less than 5 or more than 8 cents on each \$100 of assessed valuation, to be expended by the Park Commission. In 1906, on the basis of 7 cents per \$100, this amounted to about \$14,000.

April 17, 1905, the first board of park commissioners, consisting of George W. Marston president, Ernest E. White secretary, and A. Moran, was appointed. This board is still serving.

The architects consider that their real work was only begun when the plan was completed, and expect that it will continue through all the years in which the plan is being developed. The general features of the plan include the planting of palms and other trees which flourish with a moderate provision of water, arranged in harmonious groupings as to foliage and color-scheme, care being taken not to spoil the fine views by the growth of tall shrubbery at strategic points. Considerable planting has already been done and a few of the principal roads and paths, following the winding contour of the hills, constructed. The place offers unusual opportunities for artistic achievement and magnificent natural effects. That the future management of this great endowment will be worthy of the beginning that has been made must be the hope of every citizen of San Diego.

The first park in New San Diego was not, of course, the great park, but that dedicated to public use by William Heath Davis

and his associates in 1850. This is in the block bounded by F, G, Columbia and India Streets, known as "New Town Plaza." The flagpole now standing in this park is the one erected there in 1869. It was brought from the Territory of Washington by steamer. It was originally 125 feet long, but the lower part rotted and was cut off. Dr. Stockton says he paid Ed. Westcott \$20 for plowing and leveling the block twice in 1869—the first time it was ever plowed. The little plot is handsomely improved with rubber and other attractive trees, is well maintained, and



TORREY PINES

forms a beauty spot in a district that needs such a feature.

Golden Hill Park, at Twenty-fifth and A Streets, is a section of the City Park. There is also a park on H Street between Ninth and Tenth, another on the southeast corner of Thirteenth and K, and a very attractive one known as Mission Cliff Park, on Adams Street between Alabama and Texas, overlooking Mission Valley, which is one of the chief scenic attractions of the city. The New Town Plaza is a half block bounded by Third, Fourth, D, and Witherby Streets. It is historically interesting, as it stood immediately in front of the Horton House and was kept by "Father" Horton as a breathing space for his guests. In later years he conveyed it to the city and it has been officially

named "Horton Plaza." These parks are cared for by a superintendent under the control of the board of public works. The present incumbent is Samuel E. Webb.

In the year 1900, the city council added one more to the reservations of land for park purposes, by setting apart 369 acres at the northern extremity of the city's lands, on the bluffs near the ocean, four miles south of Del Mar and one and one-half miles north of Sorrento. This was done for the purpose of safeguarding a grove of one of the rarest of trees—the *Pinus Torreyana*, or Torrey pine. There are but two places in the world where this tree is found, one of which is in this park and the other on Santa Rosa Island. The trees were discovered in 1850 by Dr. J. L. Le Conte, who was then staying in San Diego. Upon consulting with the naturalist, Dr. C. C. Parry, they both became much interested in the tree, and dedicated it to their honored instructor, Dr. John Torrey, of New York, by giving it the name of *Pinus Torreyana*. Since then, the grove has been visited by many eminent travelers and scientists, some of them having journeyed thousands of miles to see it. Among these are Bayard Taylor, Asa Gray, Engelmann, Sargent, Nelease, and others.

The tree is found on the high wind-swept bluffs and in the sheltered ravines between. Its growth is often in fantastic forms, sometimes with a trunk three or four feet in circumference, yet rising to a height of scarcely ten feet. In sheltered spots it reaches a height of fifty feet or more. It seems to delight to wrestle with the winds in exposed positions, and exhibits a tenacity of life and an ability to reproduce its species seldom equalled. The trees bear cones four or five inches long, ovate, with thick scales terminating in strong prickles. The nuts are about an inch long, flattened, and with a black wing. The shells are thick and hard and the seeds edible. The pollen-bearing (male) flowers are terete, from two and one-half to three inches long, and three-eighths of an inch in diameter. The leaves grow in fascicles of five and are the largest pine leaves known, being from six to eight inches long.

The view from these bluffs is superb. The water-worn and wind-beaten sides of the canyons show the rocky formations in many colors. On the west is the ocean, and landward the top of the San Bernardino Mountains is visible. There is a carpet of pine needles, and in the season wild flowers make a riot of color. The reservation includes the Point of Pines, the natural salt lagoons of the Soledad, and other attractive features. Here in days to come the dwellers of the city will resort for rest and recreation and bless the care and foresight of the city fathers no less than the natural upheavals which left this driftwood of prehistoric ages upon our shores.

CHAPTER VII

THE CHAMBER OF COMMERCE



THE very efficiency of the Chamber of Commerce as an organized agency for promoting the development of San Diego makes it unnecessary to write its history with any degree of fullness. This is so because the great affairs with which it has been identified belong to the history of the city as a whole, and have therefore been dwelt upon elsewhere in these pages.

During its existence of thirty-six years, the Chamber of Commerce has had an active and influential hand in all public efforts to increase transportation facilities by land and sea; in the promotion of all state and national legislation related to the material development of the Southwest; in all that has been attempted or accomplished in connection with harbor improvement and local coast defenses; and even in matters of such world-wide significance as the opening of Oriental trade and the construction of the Isthmian Canal.

A mere statement of its activities in connection with these large affairs conveys no adequate impression of the institutional value of the Chamber of Commerce. It fills an important gap between the machinery of the municipality and the ranks of private citizenship. Its functions are such as could not be performed by city officials, on one hand, nor by unauthorized individuals, on the other. It is an organized body of the highest representative character, and as such speaks for the community upon a wide range of matters not within the purview of city or county governments. It is the forum in which all propositions for civic improvement, especially those of a commercial kind, are first discussed. It is the reception room which is always open to greet the city's guests, to the humblest stranger. Its rooms supply a permanent exhibit of the utmost variety of local products, showing the country at its best. Possibly more important than anything else, the Chamber is a great bureau of publicity which keeps the world constantly informed of the needs and progress of San Diego. Its work under this head has become immensely effective in recent years under the management of Secretary H. P. Wood, and of his successor, Secretary James A. Jasper.



EDWIN M. CAPPS
Mayor of San Diego 1899-'00.



JOHN B. STARKEY
A leading druggist.



C. W. BUKER
Dealer in electrical supplies and prominent in fraternal circles.



JOHN G. BURGESS

Lessees F. T. Scripps Block and leading promoters of real estate investments.



FRANK MERTZ



C. W. ROBINSON

Proprietor Hotel Robinson, formerly connected with Hotel del Colorado.



J. T. WELDON

A Pioneer Mill Man of San Diego

Like most organizations of the kind, the Chamber of Commerce has had a somewhat uneven existence. It has seen days of growth, and days of decline. But latterly it has become so serviceable to the community, so strong in public confidence that membership is regarded as a duty of citizenship, while a call to office in the organization is considered a substantial honor.

The history of the Chamber dates back to the beginning of 1870, when David Felsenheld called a preliminary meeting at his store on the corner of F and Sixth Streets, where the Express building now stands. Formal organization was effected on January 22d, Aaron Pauly being elected president; G. W. B. McDonald, vice-president; Joseph Nash, secretary; and A. E. Horton, treasurer. The constitution and by-laws were drawn up by a committee composed of G. W. B. McDonald, E. W. Morse, D. Choate, David Felsenheld, and Joseph Nash. The purpose of the organization was stated as follows in the preamble to the constitution:

To take some practical steps to unite the business men of the city for the better promotion of the public interest; to aid in the development of our back-country, and make known its resources; to give reliable information of the commercial advantages of our harbor, and of our natural position as an overland railroad terminus on the Pacific Coast.

The first important business transacted by the Chamber was the passage of a resolution instructing the secretary to communicate with W. B. Webb of New York in regard to the need of a competing steamship line between San Diego and San Francisco. As an inducement, Mr. Horton offered the free use of his new wharf at the foot of Fifth Street. While the offer was not accepted by them, the desired competition was obtained before the close of the year, the steamer *William Taber* being put in service between the two ports. Competition did not last, however, as the new line was soon absorbed by the Pacific Coast Steamship Company.

On May 5, 1870, the first advertising matter was issued by the Chamber. It took the form of a pamphlet prepared by D. Choate and E. W. Morse, and entitled *Climate, Resources, and Future Prospects of San Diego*. The first memorial drafted was addressed to the state legislature. It urged the passage of a bill authorizing boards of supervisors to levy special taxes for the construction of roads and highways.

One of the earliest and most successful enterprises with which the Chamber of Commerce became identified was the building of a turnpike to Yuma to accommodate the overland freight shipped from Arizona to tide-water. There was already a highway in use between San Pedro and Fort Yuma, but the haul was

120 miles longer. A turnpike company was formed for the purpose of forwarding the work. Aaron Pauly was elected president; H. H. Dougherty, secretary; O. P. Galloway, superintendent of construction; and C. J. Fox, civil engineer. Subscription lists were opened and \$10,000 pledged in a short time, the citizens appearing to realize from the start the vast importance of the project.

Among the prominent names on this list were the following: John G. Capron, \$1,000; T. J. Higgins, \$100; E. W. Nottage, \$100; Charles Gassen, \$150; E. W. Morse, \$100; George W. Hazzard, \$100; J. M. Pierce, \$100; Steiner and Klauber, \$250; J. S. Mannasse, \$200; A. Pauly, \$100. It is interesting to note that the sum of \$6,000 was raised in San Francisco for this purpose.

The records of the Chamber reflect something of the excitement occasioned by the controversy over the tide-lands, and tell of a stormy meeting held January 21, 1871, when Editor Truman of the *Bulletin* appeared to press the charge made in his newspaper, to the effect that two of the city trustees had "packed" the Chamber in order to obtain its endorsement of a big land steal. Truman seems to have held his own, as resolutions were passed declaring that more care should be taken in admitting members.

The Chamber was very active in connection with the movement for turning the San Diego River into False Bay, and its influence was strongly and persistently used in behalf of the Texas & Pacific during the whole period in which the town had hopes of Scott's ill-fated enterprise.

Next to its work in behalf of railroad promotion, the constant activity of the Chamber in urging harbor improvement was probably its most important service. Despite the fact that the Bay of San Diego was at that time the only port on the coast of California outside of San Francisco, considerable difficulty was experienced in maintaining its position. After gaining recognition as a port of entry in 1872, we find in the minutes of March 4, 1880, notice of the appointment by President George W. Hazzard of a committee, consisting of Douglas Gunn, A. Klauber, and J. S. Gordon, to memorialize Congress relative to permitting San Diego to remain a port of entry. This effort was successful.

After a long agitation of the subject of more frequent mail service between San Diego and northern points, there occurs in the record of a meeting, November 24, 1876, a resolution of thanks to Senator A. A. Sargent for having secured for San Diego a daily mail service.

The matter of proper fortifications for the harbor was taken up at an early date by the Chamber of Commerce and never

permitted to drop until adequate military protection had been provided. The defenseless condition of the harbor was emphasized with no uncertain force and endless repetition, communications and many memorials urging the necessary appropriations being sent to Congress. October 4, 1883, General Scofield wrote from Washington that a two-company post had been decided upon for San Diego, and this has since been maintained.



W. L. FREVERT, 1902-03



GEORGE H. BALLOU, 1900-01

PRESIDENTS OF THE CHAMBER OF COMMERCE

In the same year a curious proposition was made to the Chamber of Commerce regarding the waters of that portion of the bay region known as False Bay. G. S. Pidgeon had invented a tide-power machine, capable of producing enormous horsepower from the inrush and outrush of the 12,000,000,000 cubic yards of water taken in and emptied from False Bay every eight hours. This power was to be distributed throughout the city for every known purpose. Messrs. Gunn, Marston, and Silliman were appointed an investigating committee. Their report was favorable to the enterprise, whereupon a mass meeting was called under the auspices of the Chamber of Commerce. Horton Hall

was crowded to the doors. Inventor Pidgeon explained his device at great length. He wanted \$200,000 capital to start the enterprise, and prophesied that its inception would mean "the making of San Diego," inasmuch as his plant would supply power for factories of all kinds at a ridiculously low figure. The Chamber of Commerce appears to have been quite favorably impressed with the scheme, but whether expert mechanics and engineers reported the device faulty or whether the inventor himself gave up the enterprise is not recorded in the minutes of the Chamber. At any rate the Pidgeon Tide Power Company never materialized.

With the growth of the city and the harbor, the need of better fortifications was recognized by the Chamber of Commerce. Considerable correspondence passed between the Chamber and the War Department relative to the allotment of land for this purpose. July 11, 1890, Senator W. M. Stewart received a communication from Secretary of War Proctor offering to accept all North Island as a gift to the government for fortification purposes. This letter was sent to the Chamber and the "offer" was promptly rejected.

December 3d of that year resolutions were adopted instructing Congressman Bowers to urge greater fortifications in the neighborhood of Ballast Point at the entrance to the harbor. The Chamber also called attention to the fact that San Diego's location and strategic importance demanded the establishment of a 10-company post. Congressman Bowers found an able ally in the person of Senator Stanford. It was not until 1894, however, that an appropriation was finally secured for San Diego harbor defenses. Congress atoned for its delay by setting aside nearly half a million dollars, and the result is the Fort Rosecrans of today.

Long continued efforts were made by the Chamber, seconded by the whole people, to induce the great Japan steamship line, known as the Nippon Yusu Kaisha Company, to make San Diego its sole American terminus upon a guarantee of a shipment of at least 4,000 tons of freight per month through this port. No satisfactory arrangements were made, however, and the Japanese steamers never ran for any considerable length of time. The Pacific Mail Steamship Company also withdrew its steamers, although it had a contract with the government to touch at San Diego on every trip for freight, mail, and passengers. In the latter case the government seemed powerless to enforce its own contract. This state of affairs elicited much unfavorable comment from the press throughout this country.

In 1896, when the agitation in favor of the creation of an artificial harbor at San Pedro began, the Chamber adopted an atti-

tude of aggressive opposition. It was believed that an expenditure of many millions for such a purpose within 100 miles of a great natural harbor was wholly without justification, while involving a keen injustice to San Diego. Many leading newspapers, including the *New York Times*, supported the Chamber in its contention, but the San Pedro movement prevailed over all opposition.



HOMER H. PETERS

A prominent Chicago business man, who became interested in San Diego in 1903 and whose enterprise in several directions contributed materially to the city's growth. He served for a time as vice president of the First National Bank and was president of the Chamber of Commerce

The efforts of the Chamber in behalf of a great naval dry-dock, of a coaling-station, and of a naval training school have been intelligent and persistent. More than once, representatives were sent to Washington in the interest of these measures, while the congressional delegation has been constantly urged to action. Much preliminary work has been done, and it seems to be only a question of a little time when final results will be achieved. The latest work undertaken by the Chamber in connection with

the harbor is the dredging of the bar to an average depth of 30 feet for a width of 1,000 feet.

The annual reports submitted by the presidents of the Chamber of Commerce embody very good accounts of the city's commercial progress, but nearly everything of historical moment is mentioned elsewhere in these pages. It is interesting to note that the feverish prosperity of boom days brought nothing but depression to the Chamber of Commerce. It was reorganized



H. P. WOOD

An enthusiastic and effective worker for San Diego who, while Secretary of the Chamber of Commerce, did much to build up the organization. Now Secretary of the Promotion Committee of Hawaii



JAMES A. JASPER

Who has had a prominent part in journalism, politics, and county administration, and who, as Secretary of the Chamber of Commerce, rendered memorable service by bringing the organization out of debt

after the boom and gradually acquired a stronger position than ever before. In 1890, under the able management of John Kastle, the Chamber was taken out of debt and placed upon a sound financial basis. In January, 1905, A. E. Horton, D. Choate, and E. W. Morse were elected honorary life members. Since then Mr. Choate and Mr. Morse have passed away.

After its reorganization in 1889 the Chamber was domiciled in a ground-floor store-room in the Tremont House on Third



PHILIP MORSE



SIMON LEVI



J. S. AKERMAN



DR. EDWARD GROVE

PRESIDENTS OF THE CHAMBER OF COMMERCE

Street between C and D. In 1891, it removed to the Grand Hotel, now the "Worth," on F Street between Third and Fourth. Afterwards (in 1895) the headquarters were moved to the Marshall-Higgins block, corner Fourth and C Streets, where they remained until March 1, 1898, when they removed to quarters on the ground floor of the Grant building, corner of Sixth and D Streets. They have recently been removed to the second floor of the same building, where they are now located, occupying the rooms left vacant by the removal of the Y. M. C. A. to its new building.

One of the most agreeable and useful functions of the Chamber is the entertainment of distinguished visitors, especially the representatives of foreign navies who frequently come to the port. In this way, the Chamber has doubtless done a great deal to secure the good will of influential men and interests for San Diego. Indeed, if the Chamber stood for nothing except the organized hospitality of the community—a hospitality extended alike to the most distinguished citizens of the world and to the humblest stranger who finds his way to San Diego—it would still rank among the most useful institutions. But it is much more than this. It has had a part in all good work which has been done for the city and county over a period of more than a generation, and has itself initiated very much of this good work.

During a large portion of its history, the Chamber has been exceedingly fortunate in the kind of men enlisted in its service. It has been able to command not only the support, but the earnest devotion, of many of the strongest citizens, who have regarded it as the most important instrumentality in promoting local development. In later years, the office of secretary of the Chamber of Commerce has risen to great importance. The efficiency of the organization depends in large measure upon the energy, ability, and character of the man who fills this place. The Chamber has been fortunate in this respect during the period which had made the heaviest demands upon its resources. H. P. Wood, who served as secretary from 1899 to 1905, was a true builder of the organization and a successful promoter of its work. He was succeeded by James A. Jasper, whose intimate acquaintance with the people and the country, and long experience as journalist and county official, peculiarly fitted him for the place. He signalized his entrance to the office by arranging to pay off the debts of the organization. He was succeeded in January, 1907, by John Scott Mills.

By no means the least important history of the organization is that contained in the following complete list of its officers:

LIST OF OFFICERS

633

From its organization in 1870 to the year 1907.

- 1870—Jan. 20—President, Aaron Pauly; Vice-President, G. W. B. McDonald; Secretary, Joseph Nash; Treasurer, A. E. Horton.
- 1870—Mar. 3—President, Aaron Pauly; Vice-President, Dr. D. B. Hoffman; Secretary, Joseph Nash; Treasurer, J. W. Gale.
- May 5—Joseph Nash resigned as Secretary and David Felsenheld was elected.
- May 30—J. W. Gale resigned as Treasurer and Charles Dunham was elected.
- 1871—President, G. W. B. McDonald; Vice-President, J. S. Gordon; Secretary, C. J. Craig; Treasurer, C. Dunham.
- 1872—President, G. W. B. McDonald; Vice-President, W. W. Stewart; Secretary, S. W. Craigie; Treasurer, C. Dunham.
- 1873—President, J. S. Gordon; Vice-President, J. M. Pierce; Secretary, W. W. Stewart; Treasurer, C. Dunham.
- 1874—President, J. S. Gordon; First Vice-President, A. H. Gilbert; Second Vice-President, S. W. Craigie; Secretary, W. W. Stewart; Treasurer, C. Dunham.
- 1875—President, W. W. Stewart; First Vice-President, E. W. Morse; Second Vice-President, Jos. Tasker; Secretary, M. A. Luce; Treasurer, C. Dunham.
- 1876—President, W. W. Stewart; First Vice-President, E. W. Morse; Second Vice-President, W. A. Begole; Secretary, W. R. Porter; Treasurer, C. Dunham.
- 1877—President, J. M. Pierce; First Vice-President, A. H. Gilbert; Second Vice-President, W. A. Begole; Secretary, W. W. Bowers; Treasurer, Jos. Tasker.
- 1878—President, J. M. Pierce; First Vice-President, W. A. Begole; Second Vice-President, A. H. Julian; Secretary, George W. Marston; Treasurer, Jos. Tasker.
- 1879—President, Charles S. Hamilton; First Vice-President, E. W. Morse; Second Vice-President, W. L. Williams; Secretary, S. Levi; Treasurer, Jos. Tasker.
- 1880—President, George W. Hazzard; First Vice-President, A. Klauber; Second Vice-President, J. M. Pierce; Secretary, S. Levi; Treasurer, J. S. Gordon.
- 1881—President, George W. Hazzard; First Vice-President, E. W. Morse; Second Vice-President, George W. Marston; Secretary, S. Levi; Treasurer, J. S. Gordon.
- 1882—President, S. Levi; First Vice-President, J. H. Simpson; Second Vice-President, G. G. Bradt; Secretary, D. Cave; Treasurer, W. S. Jewell; Librarian, J. M. Pierce.
- 1883—President, Arnold Wentscher; First Vice-President, George W. Marston; Second Vice-President, M. S. Root; Secretary, C. H. Silliman; Treasurer, George W. Hazzard; Mr. Wentscher resigned a few weeks after his election, and G. G. Bradt was elected president.
- 1884—President, George W. Marston; First Vice-President, J. H. Simpson; Second Vice-President, John N. Young; Secretary, C. H. Silliman; Treasurer, George W. Hazzard.
- 1885—President, D. Cave; First Vice-President, J. H. Simpson; Second Vice-President, E. W. Morse; Third Vice-Presi-

dent, Jos. Winchester; Secretary, J. H. Simpson, Philip Morse; Treasurer, George W. Hazzard.

1886—President, J. H. Simpson; First Vice-President, Philip Morse; Second Vice-President, D. C. Reed; Third Vice-President, J. S. Gordon; Secretary, L. S. McLure; Treasurer, John N. Young.

1887—President, G. G. Bradt; First Vice-President, Judge George Puterbaugh; Second Vice-President, J. W. Burns; Secretary, F. R. Wetmore; Treasurer, Theo. Fintzelberg.

In 1888 a new Chamber, called the Chamber of Commerce of San Diego County was formed, and for a time there were two. They were consolidated in October. G. G. Bradt was President of the old organization, and J. A. McRea of the new one.

1888—President, G. G. Bradt, J. A. McRea; First Vice-President, Douglas Gunn; Second Vice-President, J. W. Burns; Recording Secretary, F. R. Wetmore; Financial Secretary, Theo. Fintzelberg; Treasurer, John Ginty.

1889—President, Douglas Gunn (resigned and John C. Fisher succeeded); Vice-President; Second Vice-President,; Secretary, J. C. Amendt (later George N. Nolan); Treasurer,

1890—President, John Kastle; Vice-President, Frank A. Kimball; Second Vice-President, F. H. Cunningham; Secretary, George N. Nolan; Treasurer, C. D. Long.

1891—President, Daniel Stone; Vice-President, Douglas Gunn; Second Vice-President,; Secretary, Benjamin Lake; Treasurer, Theo. Fintzelberg.

1892—President, Daniel Stone; Vice-President, F. A. Kimball; Second Vice-President, H. P. McKoon; Secretaries, Conrad Stautz, F. H. Bearne, and R. H. Young.

1893—President, H. P. McKoon; Vice-President, John Sherman; Second Vice-President, Charles S. Hamilton; Secretary, R. H. Young; Treasurer, George W. Dickinson.

1894—President, H. P. McKoon (died August 19, 1894, and was succeeded by John Sherman); Vice-President, John Sherman; Second Vice-President, George W. Marston; Secretary, R. H. Young; Treasurer, George W. Dickinson.

1895—President, R. V. Dodge—acted one month and was succeeded by Philip Morse; First Vice-President, Philip Morse; Second Vice-President, John N. Young; Secretary, R. H. Young; Treasurer, George W. Dickinson.

1896—President, Philip Morse; First Vice-President, R. V. Dodge; Second Vice-President, U. S. Grant, Jr.; Secretary, V. E. McConoughey; Treasurer, J. E. O'Brien.

1897—President, Philip Morse; First Vice-President, R. V. Dodge; Second Vice-President, R. M. Powers; Secretary, V. E. McConoughey; Treasurer, J. E. O'Brien.

1898—President, R. A. Thomas; First Vice-President, R. V. Dodge; Second Vice-President, George W. Marston; Secretary, V. E. McConoughey; Treasurer, J. E. O'Brien.

1899—President, George W. Marston; First Vice-President, G. H. Ballou; Second Vice-President, W. L. Frevert; Secretaries, R. V. Dodge, H. P. Wood; Treasurer, J. E. O'Brien.

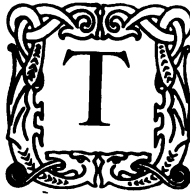
LIST OF OFFICERS

635

- 1900—President, George H. Ballou; First Vice-President, W. L. Frevert; Second Vice-President, G. W. Jorres; Secretary, H. P. Wood; Treasurer, J. E. O'Brien.
- 1901—President, George H. Ballou; Vice-President, W. L. Frevert; Second Vice-President, G. W. Jorres; Secretary, H. P. Wood; Treasurer, Nat R. Titus.
- 1902—President, W. L. Frevert; First Vice-President, W. S. Waterman; Second Vice-President, M. F. Heller; Secretary, H. P. Wood; Treasurer, J. S. Akerman.
- 1903—President, W. L. Frevert; First Vice-President, W. S. Waterman; Second Vice-President, Dr. Fred R. Burnham; Secretary, H. P. Wood; Treasurer, J. S. Akerman.
- 1904—President, Homer H. Peters; First Vice-President, J. S. Akerman; Second Vice-President, E. Strahlmann; Secretary, H. P. Wood; Treasurer, G. W. Fishburn.
- 1905—President, J. S. Akerman; First Vice-President, Dr. Edward Grove; Second Vice-President, Melville Klauber; Secretary, H. P. Wood (succeeded in October by James A. Jasper); Treasurer, Rufus Choate.
- 1906—President, Edward Grove; First Vice-President, Melville Klauber; Second Vice-President, Barker Burnell; Secretary, James A. Jasper; Treasurer, Rufus Choate.
- 1907—President, D. Gochenauer; First Vice-President, Melville Klauber; Second Vice-President, O. W. Cotton; Secretary, John S. Mills; Treasurer, Ford A. Carpenter.

CHAPTER VIII

BANKS AND BANKING



THE first bank in the city was the Bank of San Diego. It was organized early in June, 1870, by Bryant Howard, E. W. Morse, A. E. Horton, Joseph Nash, James M. Pierce, Mathew Sherman, A. M. Hathaway, Columbus Dunham, and Wm. H. Cleveland. The first officers were: A. E. Horton, president; James M. Pierce, vice-president; Bryant Howard, treasurer; and Wm. H. Cleveland, attorney. Thomas L. Nesmith became president; E. W. Morse, treasurer; and Bryant Howard, cashier and manager. A year later the brick bank building shown in the cut was completed and occupied, and the newspapers called it "the handsomest brick structure in the city." In 1874, Charles Hubbell became cashier and so continued until 1879.

The beginning of the "Tom Scott" boom soon brought about the organization of another bank—the Commercial Bank of San Diego. This bank was organized in October, 1872, by J. H. Braly, George Puterbaugh, Edward Kilham, and J. C. Braly. The capital stock was fixed at \$200,000. The bank did not begin business until the first of March, 1873, in temporary quarters in the Vezie & Schuler building. The contract for the construction of its own building, on the corner of Fifth and G Streets (now the city hall) was let to William Jorres in October, 1873, and the building was completed and occupied the following spring. The heaviest stockholder was Hiram Mabury, of San José. The first officers were: Captain A. H. Wilcox, president; E. F. Spence, cashier; and José G. Estudillo, assistant cashier.

The next development in banking business in San Diego was the consolidation of the Bank of San Diego and the Commercial Bank, under the name of the Consolidated Bank of San Diego, with a capital of \$200,000. The first officers were: Bryant Howard, president; J. A. Fairchild, cashier; E. W. Morse, O. S. Witherby, George Geddes, Levi Chase, James M. Pierce, George A. Cowles, and Bryant Howard, directors. The new bank occupied the old quarters of the Commercial Bank, on the corner of Fifth and C Streets. In January, 1880, Mr. Fairchild resigned as cashier and was succeeded by Bryant Howard, and O. S.

Witherby became president in Howard's place. Later Howard became president and J. H. Barbour, cashier. In 1883, the bank was changed from a state to a national bank. The Consolidated National Bank was a power in San Diego for several years. It survived the bursting of the boom, but went down in the failure of 1893, and was never reopened. Among those hardest hit by this failure was Judge O. S. Witherby, whose fortune was practically all invested in it.

The Savings Bank of San Diego County opened for business in May, 1886, with a capital of \$100,000. Its officers were James M. Pierce, president; George A. Cowles, vice-president; John Ginty, secretary and treasurer; later, E. W. Morse became president. This institution was a branch of the Consolidated National Bank and had its quarters in the same building. It was swept away with the failure of the parent bank, in 1893, and never resumed business. The same is true of the Pacific Coast Loan and Trust Company, which was an offshoot of the Consolidated Bank, and had its quarters in the same building and was managed by the same officers.

The next bank organized, in point of time, was the Bank of Southern California, which was reorganized in October of the same year as the First National Bank. It was founded in July, 1883, by Jacob Gruendike, R. A. Thomas, J. R. Thomas, John Wolfskill, and M. T. Gilmore. The officers for the first year were: Jacob Gruendike, president; R. A. Thomas, vice-president; and C. E. Thomas, cashier. Mr. Gruendike served continuously as president until his death in 1905, with the exception of a year or two in the late 80's.

Upon his death, D. F. Garrettson was elected president and he still fills the office. The original capitalization was \$50,000. In October, 1885, this was increased to \$100,000, and E. S. Babcock Jr. and W. L. Story were added to the board of directors. The present capital is \$150,000, fully paid. The bank has owned and occupied its building on the northwest corner of Fifth and E Streets since its organization. The present officers are: D. F. Garrettson, president; Homer H. Peters, vice-president; F. W. Jackson, second vice-president; G. W. Fishburn, cashier; J. E. Fishburn and Simon Levi, directors. Besides its capital, the bank has \$119,761.08 surplus and profits, and \$1,443,210.72 deposits.

The First National Bank absorbed, about the year 1888, a second "Bank of San Diego," which had been organized September 1, 1887, and opened its doors March 8, 1888. The officers of the latter bank were: J. H. Braly, president; J. C. Braly, vice-president; George M. Dannals, cashier; General T. T. Crittenden, H. C. Watts, L. S. McLure, John C. Fisher, and W. D.

Woolwine, directors. It continued in business but a short time.

The San Diego Savings Bank is the oldest savings bank now doing business in San Diego. It was organized in April, 1889. The bank's quarters are in the Keating Block, on the northwest corner of Fifth and F Streets. It has a paid-up capital of \$100,000, surplus and undivided profits of over \$30,000, and resources exceeding \$1,400,000. A well equipped safe deposit is maintained. The present officers are: J. W. Sefton, president; M. T. Gilmore, vice-president; E. M. Barber, cashier; R. M.



BANK OF SAN DIEGO

This was the first bank in the city, being organized June, 1870

Powers, Henry Timken, W. R. Rogers, and M. F. Heller, directors.

The Bank of Commerce was incorporated under state laws in 1887, and was one of the products of the rapid growth of that time. There were a number of changes in management, and at the time of the bank failures in 1893, the bank closed its doors, but for four days only. Dr. R. M. Powers then became the president and manager and served until 1903. In July of the latter year, Julius Wangenheim entered the bank and became its president, and at the same time it was reincorporated under national banking laws. Since that time, its growth has been constant. The old capital stock of \$100,000 was increased to \$150,000, the deposits have grown from \$600,000 to almost \$1,000,000, and

there is a surplus and undivided profits of over \$60,000. A general banking business is done, special attention being given to the commercial accounts of the city. The present officers are: Julius Wangenheim, president; B. W. McKenzie, C. Fred Henking, cashier; J. C. Rice, assistant cashier; I. W. Hellman, B. W. McKenzie, C. Fred Henking, Julius Wangenheim, and Victor E. Shaw, directors.

The Security Savings Bank and Trust Company is an outgrowth of the National Bank of Commerce, the stockholders being chiefly the same. This bank was organized May 26, 1905, with a paid-up capital stock of \$125,000, the largest of any similar institution in Southern California outside Los Angeles. It



COMMERCIAL BANK OF SAN DIEGO; ORGANIZED OCTOBER, 1872

has recently moved into its handsomely equipped rooms on E Street near Fifth. Its officers are: Julius Wangenheim, president; George W. Marston, vice-president; Nat R. Titus, cashier and secretary; and John S. Hawley, Jr., assistant cashier and secretary. The deposits are \$400,000 and the profits, \$5,000.

The founding and career of the California National Bank are episodes still feelingly remembered by San Diegans. It opened its doors on January 8, 1888, with the following officers: William Collier, president; D. D. Dare, vice-president; J. W. Collins, cashier; D. C. Collier, J. W. Burns, M. Kew, Douglas Gunn, and T. R. Gay, directors. The organizers and managers of the concern were Collins and Dare, who were newcomers in San Diego. It is said that Collins had once wrecked a bank in Cheyenne, and that Dare brought with him less than \$7,000, and had

had no banking experience. These matters were unknown to the people of San Diego, however, and when attractive quarters were fitted up in the Methodist Church block, the managers soon gained the confidence of the public. The bank was opened in the midst of the crash following the boom, was liberal with loans, and was an important factor in the restoration of confidence which began to be felt in the fall of 1888. The following year the California Savings Bank was incorporated, and opened next



GEORGE W. FISHBURN

Who has been cashier of the First National Bank since January 15, 1901, the period of its greatest growth

door to the California National. Matters apparently went well until the fall of 1891, by which time there was a general feeling of hopefulness about the situation, in which the condition of the banks was a large factor. But in October, the California National Bank failed suddenly and disastrously, and it was some time before the extent of the disaster was realized. Promises of resumption helped to keep up hope; but the investigation by bank commissioners quickly revealed a condition of rottenness which astonished the public.

FAILURE OF THE CALIFORNIA NATIONAL 641

Collins and Dare had applied "boom" methods to their business, had made "wildcat" loans, and indulged in speculation of every kind. Dare was absent in Europe at the time of the failure, and never returned. There was a good deal of sympathy for Collins at first, until the gross mismanagement of the bank had been fully exposed. His wife and daughter had been drowned in the Bay by the capsizing of a boat on September 1.



J. W. SEFTON

Located, 1889; president of San Diego Savings Bank and president of San Diego Flume Company, 1890; succeeded E. S. Babcock as president of San Diego Water Company in 1894, and, in 1895, brought about the consolidation of the two water companies. Began erection of Sefton Block in 1899, completing it in 1901

1890. Mrs. Collins was the daughter of Rev. R. G. Wallace, the minister of the United Presbyterian Church. But the developments grew worse rapidly; by February, 1892, it was known that the bank could not resume, and on February 23d Collins was arrested and brought before the bank commissioners. On March 3d, he committed suicide in the Brewster Hotel, by shooting himself. The embezzlement was estimated at \$800,000. The deposits were over a million dollars, and only a small dividend was realized at the close of a long receivership. The California Sav-

ings Bank, of course, went down with its parent organization.

None of the other San Diego banks failed at that time, but in the summer of 1893 the financial stringency which prevailed all over the country obliged several of them to close their doors. On June 20th and 21st in that year, six Los Angeles banks failed. The air was full of rumors, and soon a run began on the San Diego banks. They stood it well and paid out money as long as coin could be had for the purpose. They were solvent, but like other solvent banks, when cut off from outside support, were unable to convert their assets into cash on short notice. The Consolidated Bank closed on June 21st and never resumed business, although its depositors were ultimately paid in full. The First National Bank and the Bank of Commerce also closed the following day, but soon resumed business. The Merchants' National Bank and the San Diego Savings Bank were the only ones which survived the panic unscathed. The first named was a new institution, with its capital practically intact and uninvested. This was San Diego's first and only panic of the kind. From that time on, the story of the city's financial institutions is one of conservative management and steady, healthful growth.

The Merchants' National Bank of San Diego, which has been mentioned as surviving the panic soon after its formation, was organized in the spring of 1893, with a paid-up capital stock of \$100,000. The first board of directors were: M. A. Weir, Ralph Granger, E. J. Swayne, Dr. E. V. Van Norman, Moses Kimball, and Philip Morse; and the officers: M. A. Weir, president; Ralph Granger, vice-president; and Frank E. Hilton, cashier. In October, 1893, control of the bank was purchased by Edward Iverson and the bank reorganized. Edward Iverson, Levi Chase, and G. B. Grow entered the board of directors; Iverson became president; Chase, vice-president; Ralph Granger, second vice-president; and G. B. Grow, cashier. An aggressive policy was adopted and the bank soon began to do a large business. Mr. Grow died February 7, 1903, and W. R. Rogers, who had been assistant cashier of the bank for several years, was chosen cashier. In January, 1904, Ralph Granger, Dr. F. R. Burnham, A. H. Frost, W. R. Rogers, and others bought the controlling interest in the bank from Iverson, Granger became president and Burnham vice-president, and these officials, with Mr. Rogers as cashier and H. E. Anthony as assistant cashier, continue to manage the bank. The bank has an excellent location, in the Granger building, on the southwest corner of Fifth and D Streets. Its deposits are almost \$1,200,000, and the surplus and undivided profits amount to nearly \$100,000. There is a safe deposit department and every modern banking facility.

The Blochman Banking Company was organized November 27, 1893, by A. Blochman and his son, L. A. Blochman, and they are still its manager and cashier, respectively. A. Blochman first landed in San Diego in 1851, on his way to San Francisco. In that city he was vice-president and manager of the French Savings Bank. He is the French consul for San Diego. L. A. Blochman was connected with the Commercial Bank of San Luis Obispo before coming to San Diego.



GALUSHA B. GROW

Prominent in business, political, and social life and cashier of Merchants National Bank until his death, February 7, 1903

This institution transacts banking in all its branches, and is the only bank in Southern California which draws direct on the City of Mexico, Guadalajara, Guaymas, Mazatlan, Ensenada, and other Lower California points. A number of Los Angeles banks transact their Mexican business through the Blochman Banking Company. They also handle gold and silver bullion from San Diego County and Lower California, and deal in domestic and foreign securities. The company owns a substantial building at No. 635 Fifth Street, which they first occupied in October, 1905.



M. T. GILMORE
Vice president San Diego Savings Bank



FRED JEWELL
President Citizens Savings Bank



A. BLOCHMAN
President Blochman Banking Co.



L. A. BLOCHMAN
Cashier Blochman Banking Co.

REPRESENTATIVE BANKERS



JULIUS WANGENHEIM
President Commerce Trust Company



W. R. ROGERS
Cashier Merchants National Bank



CHARLES L. WILLIAMS
Cashier American National Bank



G. AUBREY DAVIDSON
President Southern Trust & Savings Bank

REPRESENTATIVE BANKERS

The Citizens' Savings Bank of San Diego was organized by Dr. C. M. Briggs and others, in the spring of 1904. Dr. Briggs died suddenly before the organization was completed, and his stock was acquired by Louis J. Wilde and Fred Jewell, who placed a portion of it upon the market. The bank was opened August 15, 1904, with Louis J. Wilde as president; Fred Jewell, vice-president and cashier; and C. B. Whittlesey, assistant cashier. At the end of the first year, Mr. Wilde's holdings of stock



CARL ALEX. JOHNSON

Vice president Sixth Street Bank, and a powerful factor in the reorganization of the Sixth and H Streets business district



W. H. HUBBARD

The First Cashier of the American National Bank; later, president of the Peoples State Bank, National City

were purchased by Mr. Jewell, who then became president. This bank has had a steady and healthful growth and ranks among the most conservative savings banks of Southern California. On the anniversary of its second year it had opened accounts with over 1,700 depositors and had \$300,000 in deposits. The directors are: H. W. Hellman, A. B. Cass, U. S. Grant Jr., Samuel Gordon Ingle, John H. Gay, Joseph H. O'Brien, Edmond Mayer, C. B. Whittlesey, I. Isaac Irwin, J. F. Jaeger, and Fred Jewell.

The American National Bank was organized September 8, 1904, with the following officers: Louis J. Wilde, president;

Charles E. Sumner, vice-president; W. H. Hubbard, cashier; directors, Louis J. Wilde, Fred Jewell, W. H. Hubbard, U. S. Grant, Jr., Henry E. Mills. It opened for business in its present location, No. 1051 Fifth Street, April 6, 1905. Its capital is \$100,000, fully paid; it has a surplus and undivided profits of nearly \$40,000, and deposits of \$325,000. More than a hundred San Diego business men are owners of its stock. The present officers are: L. J. Wilde, president; Henry E. Mills, vice-president; C. L. Williams, cashier; L. J. Rice, assistant cashier.

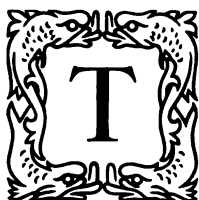
The Sixth Street Bank was opened for business May 1, 1907, with the following officers: D. H. Steele, president; Carl Alex. Johnson, vice-president; F. H. Oliphant, cashier; directors, D. H. Steele, Carl Alex. Johnson, F. H. Oliphant, J. A. Green. The bank's paid-up capital is \$50,000. Its place of business is No. 540 Sixth Street.

The Southern Trust and Savings Bank commenced business June 28, 1907, with the following officers: G. Aubrey Davidson, president; Philip Morse, vice-president; E. O. Hodge, cashier; directors, Heber Ingle, Ed. Fletcher, Godfrey Holterhoff, Jr., T. L. Duque, John E. Boal, R. C. Allen, Patrick Martin, Edward Chambers, T. A. Riordan, James E. Wadham, Adolph Levi, Robert Hale. The bank has a subscribed capital of \$250,000, of which \$100,000 has been paid-in. It occupies magnificent quarters in the new U. S. Grant Hotel building. It also maintains a branch establishment at La Jolla, under the management of A. B. Perkins.

The latest development in banking circles, as these pages go to press, is the announced consolidation of the National Bank of Commerce with the Security Savings Bank and Trust Company, under the presidency of Julius Wangenheim. The capital of the re-organized institution is \$500,000, which makes it the largest of San Diego banks.

CHAPTER IX

SECRET, FRATERNAL, AND OTHER SOCIETIES



THE life of San Diego has been peculiarly rich in the activities of all the principal secret, fraternal, and benevolent organizations. To do them justice would require a volume. The most that this History can attempt is to present a sketch of a few of them, in their historical aspects.

The founding of San Diego Lodge No. 35, F. & A. M., is a somewhat celebrated event in Masonic annals of the Pacific Coast. It was the first Masonic lodge established in Southern California and preceded the first lodge in Los Angeles by a year.

Soon after J. Judson Ames arrived and began to publish the *Herald*, it was found that there were enough Masons in San Diego to warrant asking for a dispensation for a lodge. There is a tradition that this discovery was made at a picnic attended by most of the inhabitants in a body, as was the custom for many years.

The first mention of anything Masonic was in the *Herald* of June 19, 1851, and read as follows:

Masonic.—All Master Masons, in good standing with their respective lodges, are requested to assemble at the Exchange Hotel, in the City of San Diego, on Friday evening, the 20th inst., to make arrangements for celebrating the anniversary of our patron saint, John the Baptist.

The plans for this celebration seem to have fallen through, for some reason. A petition for a dispensation was drawn up, signed, sent to San Francisco, and was granted on the 1st day of August. This dispensation ran to Brothers Wm. C. Ferrell, W.M.; John Judson Ames, S.W.; John Cook, J.W.; and the following Master Masons: Daniel Barbee, Wm. Heath Davis, James W. Robinson, R. E. Raimond, and others. When the Semi-Annual Communication of the Grand Lodge assembled, on November 4, 1851, it was found that no meeting had been held and no returns received from "San Diego Lodge, U. D." and the dispensation had expired. But Brother Ames, S.W., made application on the following day to the Grand Lodge to have

the dispensation extended six months, to allow more time for organization, which was granted.

Although no meeting had been held, an attempt had been made to hold one, as the following advertisement, taken from the *Herald* of October 9th, shows:

There will be a meeting of San Diego Lodge, F. & A. M., at the house of Col. A. Haraszthy (Old Town) on Friday evening next, the 10th inst., at half past six o'clock. A full attendance is urged, as business of importance is to be transacted.
Oct. 9th.

Per order of

WORSHIPFUL MASTER.

After this, more vigor was put into the work, and the first meeting assembled on November 20, 1851, and was opened in the Master's degree. The record of this meeting begins thus:

At a meeting of San Diego Lodge U. D. of Free and Accepted Masons held at their lodge room in the City of San Diego, on the 20th day of November, A. D. 1851 A. L. 5851, met upon the call of the W. M.

The brethren present were:

William C. Ferrell, W. M.	A. Haraszthy, Secretary.
John Judson Ames, S. W.	Wm. H. Moon, Tyler.
Daniel Barbee, J. W.	Louis Rose, Visiting Brother.
R. E. Raimond, Treasurer.	

Petitions for the degrees of Masonry were received from George F. Hooper, recommended by J. Judson Ames and Wm. Heath Davis, and from Colonel John B. Magruder, of the United States Army. The first named petition was referred to a committee consisting of Brothers Haraszthy, Moon, and Ray, and the latter was ordered on file.

At the second meeting, held January 8, 1852, the following were present:

Wm. C. Ferrell, W. M.
John Judson Ames, S. W.
Daniel Barbee, J. W.
R. E. Raimond, Treasurer.
James W. Robinson, Secretary.
Wm. H. Moon, S. D.
J. Ankrine, J. D.
Louis Rose, Tyler.

At this meeting George F. Hooper was initiated as an entered apprentice, and was the first person to be initiated in this lodge. The second was John C. Cremony, on March 29th; and the third, George P. Tebbetts, on April 15, 1852.

On May 11th in this year, the Grand Master, B. M. Hyam, visited San Diego and examined the records, but found the lodge not yet ready for a charter. The records state, under date of

June 7th, that "a communication was received from the Grand Master respecting his examination of the records of this lodge, pointing out the un-Masonic and unconstitutional portions of the work of this Lodge, and granting San Diego Lodge U. D. a dispensation to continue until May, 1853, and requiring a copy of our adopted By-laws without delay." Apparently, the lodge had never adopted any by-laws. At the same meeting, Brother John Judson Ames, as a committee, reported that he had purchased a seal for \$25 and a Bible for \$10, which was approved and payment ordered.

At this time, says Mr. Morse, the Lodge occupied the Court House, a one-story brick building consisting of one room only, without porch or entry, the Tyler with girded sword pacing back and forth in front, on the open street. There was little danger of any "cowans and eavesdroppers," for the Pope had placed his ban upon us and the mass of the population felt safest some distance away from our place of meeting. It was said the priest forbade the women and children from even looking from the windows upon our frequent parades.

The brethren in these early days were very fond of dinners and parades. The first celebration was held on June 24, 1852, when the following entries are made:

During the day the nativity of our Patron Saint, John the Baptist, was publicly celebrated in due and ancient form.

The procession was formed under the direction of Bro. J. W. Robinson, Marshall of the day, appointed by Bro. G. P. Tebbetts, when the procession moved through the principal streets of the city to the place appointed for that purpose.

When the Throne of Grace was addressed by our Rev. Bro. Reynolds, Chaplain, in an appropriate prayer, and our Bro. J. J. Ames delivered a chaste and beautiful oration suitable to the occasion, when the procession returned to the hall and repaired to the residence of Bro. Robinson and partook of an entertainment and the procession then returned to the hall in good order.

On July 15th in this year, Tebbetts was made a Master Mason. On November 4th there is another entry which is worth quoting:

This day Nov. 4, 1852, being the centenary era of the Initiation of Our beloved Brother Geo. Washington into the order of Masonry, Therefore it was resolved to celebrate the same in a suitable manner. At 12 o'clock A.M. the procession formed in front of the Masonic Hall under the direction of Companion W. H. Moon and proceeded through the principal streets and around the Plaza to the Hall where the Throne of Grace was addressed by our worthy chaplain Bro. Reynolds in an impressive prayer, after which our worthy companion James W. Robinson delivered an able and eloquent oration to the fraternity and a crowded auditory, which was listened to with deep

interest by all. The exercises at the Hall closed by prayer by the Chaplain, and the procession again formed and marched to the residence of Phil. Crosthwaite and partook of a sumptuous dinner. Col. C. J. Coutts and lady were invited guests. The brethren returned to their Hall and the Lodge closed in Peace & Harmony.

On this day, Philip Crosthwaite, P. H. Hoof, and Joseph Reiner were made Master Masons.

Early in April, 1853, "Bro. George H. Derby, Past Master of Sonoma Lodge, Cal.," arrived in San Diego on business connected with the turning of the San Diego River, and on the 4th of that month, "being invited by Bro. W. C. Ferrell, W.M., presided at this meeting." On the 13th of this month, it is recorded that "George H. Derby, a Master Mason and formerly Master of Temple Lodge No. 14," petitioned for affiliation. Ten days later, "Bro. Geo. H. Derby was elected a member of this Lodge after a favorable report by the Com^{tee}." At this time, on account of certain irregularities, the local lodge was in disfavor with the Grand Lodge; and Brother Derby, who was about to return to San Francisco before beginning his work on the river, was appointed an agent and proxy to represent the W.M. and officers and "to explain fully and frankly all the proceedings of this Lodge to the Most Worshipful Grand Lodge and to ask for a Warrant of Charter for this Lodge." His intercession was successful, and on the 7th day of May following the charter was granted and Derby was delegated by the Grand Lodge to install the first officers under the charter. This ceremony occurred on August 14, 1853, after Derby's return from the north, and the officers installed were as follows:

Philip Crosthwaite, S. W.	John Hays, Treasurer.
Louis Rose, J. W.	P. H. Hoof, S. D.
George H. Derby, Secretary.	S. Goldman, J. D.

Derby took an active part in the affairs of the lodge during his stay, and was instrumental in putting it in working order. He acted as secretary and was on several occasions acting W.M. Before leaving San Diego, he gave Philip Crosthwaite, then Master of the local lodge, his Past Master's jewel, and the latter afterward gave it to the lodge, which carefully keeps it to this day.

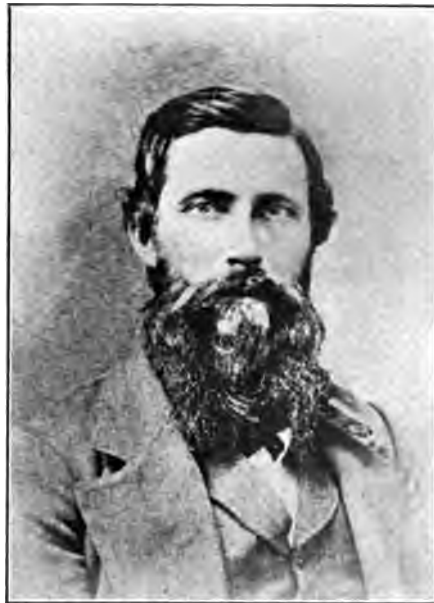
In 1855, at the celebration of St. John's Day on June 25th, the oration was by Brother J. W. Robinson. On July 1st, some indigent Indians were furnished subsistence and arrangements were made to continue the same.

Concerning these charities, Mr. Morse said:

In those early days there were many calls for charity from brethren just arriving from the East who had become sick

and disabled, while some were strapped and wanted a slight loan, which occasionally was repaid but more often not. Many times help was given to sick and blind Indians and others, for the Lodge believed in charity and practiced it.

The following year, the Feast of St. John was celebrated on June 24th, as the record shows: "Proceeded to march in regular order to the Gila House. Oration by Kurtz, then procession to the dinner hall & partook of a dinner, return to the hall & closed in Peace & harmony." On November 3d of this year,



THOS. R. DARNALL

One of the early leaders of the Masonic order in San Diego

E. W. Morse was initiated, and a month later resolutions of sympathy for the death of his wife were adopted.

In 1857, George Lyons was made a Master Mason on March 30th, and E. W. Morse on April 8th. In August, Joseph Smith preferred charges against Morse for "threatening to blow my brains out." A committee recommended that Smith withdraw the charges, but he refused, and after an investigation and listening to Morse's explanation, he was exonerated. Morse's own account of this affair was as follows:

An officer of the Lodge got into an altercation with another party in my store. I ordered them both out. My Masonic brother, a big six-footer, refused to go and prevented the other party from going. I jumped behind the counter and called out: "Get out of my store, or I'll blow your brains out!" whereupon he went out.

In recalling those old times, I can see where "the even tenor of its way" was often ruffled by family jars and quarrels, charges of brother against brother—the succeeding lodge trials, most of them, it now seems to me, frivolous and childish. I suppose the same principle applied to our small lodge as to small villages and towns.

In 1858, while Thomas R. Darnall was W.M. of the lodge, he went down into Lower California as manager in charge of a party of miners and prospectors. The party lost a number of their animals, and at last caught the thief in the act of stealing one of them and by accident or otherwise shot him. For this the whole party was arrested and imprisoned, but Darnall found means to bribe an Indian to carry a letter to San Diego, stating that they expected to be summarily shot or sent to the City of Mexico for trial, and asking for help. The Masons at once gathered at their hall and began to devise means to rescue Darnall and the other Americans. As it chanced to be steamer day, word was sent to the lodge at Los Angeles that their aid might be needed, and they replied by the first mail: "If you wish help, notify us at once, and we will join you with fifty mounted men." The Mexican population of Old Town, becoming aware that an armed expedition was in preparation, sent a courier to their countrymen, advising them to release the imprisoned Americans at once, or "those terrible Masons" would be upon them. The advice was taken and the whole party released and soon returned safely to San Diego. "This," says Mr. Morse, whose version of this somewhat celebrated incident has been used, "shows that the Masons were held in fear, if not in loving regard, by the mass of the Mexican population."

A number of quiet years followed, in which the work of the lodge was carried on without a break. In 1870 the place of meeting was removed to Horton's Addition, a change which caused some feeling. In 1880, plans were drawn up for a temple to be erected in co-operation with the I. O. O. F. on a lot which had been purchased on the northwest corner of Sixth and H Streets. The cornerstone was laid on March 7, 1882, with imposing ceremonies. Acting Grand Master W. W. Bowers presided, and the principal address was made by W. J. Hunsaker. The new hall was occupied, for the first time, on July 29, 1882, and has ever since been used as the home of this strong organization. Its subsequent history has been one of uninterrupted prosperity. At present it has about 140 members. Following

is a list of the Masters of this lodge, with the years in which they served:

William C. Ferrell.....	1853	L. H. Plaisted.....	1881
Philip Crosthwaite....	1854-5	Simon Levi.....	1882
J. W. Robinson.....	1856	Simon Levi.....	1883
D. B. Kurtz.....	1857	Simon Levi.....	1884
Thomas R. Darnall....	1858	W. A. Begole.....	1885
D. B. Kurtz.....	1859	D. Cave.....	1886
George A. Pendleton..	1860	George M. Dannals....	1887
Marcus Schiller.....	1861	George M. Dannals....	1888
D. B. Kurtz.....	1862	A. Morgan.....	1889
D. B. Kurtz.....	1863	E. T. Blackmer.....	1890
Marcus Schiller.....	1864	J. K. Blackmer.....	1891
D. B. Kurtz.....	1865	W. J. Mossholder.....	1892
D. B. Kurtz.....	1866	W. J. Mossholder.....	1893
D. B. Kurtz.....	1867	G. Forster.....	1894
D. B. Kurtz.....	1868	G. C. Arnold.....	1895
D. B. Kurtz.....	1869	W. L. Pierce.....	1896
W. H. Cleveland.....	1870	E. J. Louis.....	1897
W. A. Begole.....	1871	M. J. Perriu.....	1898
W. A. Begole.....	1872	Nat R. Titus.....	1899
W. A. Begole.....	1873	W. E. Budlong.....	1900
W. A. Begole.....	1874	Sam Ferry Smith.....	1901
W. A. Begole.....	1875	G. A. Warden.....	1902
F. N. Pauly.....	1876	John B. Osborn.....	1903
F. N. Pauly.....	1877	M. A. Graham.....	1904
J. W. Thompson.....	1878	A. H. Gilbert.....	1905
W. W. Bowers.....	1879	H. A. Croghan.....	1906
W. W. Bowers.....	1880		

San Diego Commandery No. 25, Knights Templar, was organized at a meeting held in the Backesto Block on June 22, 1885. Those present were: Garrett G. Bradt, John Peek Burt, Charles Merwin Fenn, Edwin Ben Howell, Edward Wilkerson Bushyhead, Nicholas Ridgley Hooper, Joseph A. Flint, Henry Madison Jacoby, Norman Henry Conklin, John S. Harbison, John Arm McRae, and Thomas McCall Gruwell. A petition to the R. E. Grand Commander was drawn up and signed, praying for a dispensation to form and open a commandery, and recommended by the lodge at San Bernardino. The dispensation was granted on July 27, 1885, and at the first succeeding meeting of the lodge the following officers were chosen:

N. H. Conklin.....	Eminent Commander.
G. G. Bradt.....	Generalissimo.
John P. Burt.....	Captain General.
C. M. Fenn.....	Prelate.
J. A. Flint.....	Senior Warden.
H. M. Jacoby.....	Junior Warden.
John S. Harbison.....	Treasurer.
Edwin B. Howell.....	Recorder.
John A. McRae.....	Sword Bearer.
E. W. Bushyhead.....	Standard Bearer.

N. R. Hooper.....Warden.
 Thomas A. Bishop.....Sentinel.

This lodge is a prosperous one and has at the present time over one hundred members.

Constans Lodge of Perfection, No. 8, A. & A. S. R., is the third oldest Masonic lodge in the city. It was organized May 13, 1887. The first Venerable Master was J. D. Rush. The lodge has 65 members.

The first meeting for the organization of a lodge of the Order of the Eastern Star was held on April 5, 1888, and a charter was granted in the following October, to "Southern Star Chapter, No. 96." The first officers were:

Lucy L. Dannals.....Worthy Matron.
 George M. Dannals.....Worthy Patron.
 Anna E. Kooker.....Associate Matron.
 Gertrude Brobeck.....Conductress.
 Abbie A. Jenks.....Associate Conductress.
 Maria M. Lowell.....Warder.
 James S. Clark.....Sentinel.

The present membership is more than 125.

Silver Gate Lodge No. 296 held its first meeting July 31, 1889, and received its charter October 10th following. Among the first officers were: D. E. Bailey, W.M.; A. E. Dodson, S.W.; James Wells, J.W. It has 150 members.

Constans Chapter of Knights Rose Croix, No. 5, A. & A. S. R., was organized December 3, 1900. Wise Master N. H. Conklin and Secretary Harry R. Comly have served in the same capacity from the first. The membership is 63.

San Diego Council Knights Kadosh, No. 6, A. & A. S. R., was organized March 2, 1903. James MacMullen was the first Commander, and Harry R. Comly, Recorder. This lodge has a membership of 55.

San Diego Consistory, No. 6, A. & A. S. R., was constituted April 28, 1904. George M. Dannals has been Master of Kadosh and Harry R. Comly, Registrar, from the beginning. The lodge has 51 members.

San Diego Chapter, No. 61, R. A. M., is a flourishing lodge with 125 members.

The first meeting preliminary to the organization of a lodge of the Independent Order of Odd Fellows in San Diego, was held at the house of James Pascoe on December 5, 1868. The formal institution was effected at a meeting held on March 23, 1869, held in the hall over Porter's paint shop, on the corner of Seventh and K Streets. The name adopted was San Diego Lodge, No. 153, and the first officers were:

John R. Porter.....	N. G.
Alex. M. Young.....	V. G.
F. Marlette.....	R. S.
S. S. Culverwell.....	T.

After several changes, the lodge occupied the Temple at the corner of Sixth and H Streets, owned jointly by the Masons and Odd Fellows, which has since been its home. The lodge is a strong and prosperous one, with more than two hundred members. Following are lists of charter members:



E. T. BLACKMER

A native of New England and citizen of San Diego, who was equally devoted to the place of his birth and the place of his adoption, and who, until his death in 1907, was closely identified with the executive work of the Masonic Order

John R. Porter.....	P. G.	Amos Crane.....	P. G.
S. S. Culverwell.....	P. G.	John Groesbeck.....	P. G.
B. F. Nudd		W. C. Rickard	
Charles F. Moore		John O. Hatleberg	
Alex. M. Young		P. P. Willett	
R. D. Case		A. C. Tedford	
		F. Mullotte.	

The following is a list of the lodges of the I. O. O. F. in San Diego:

Anna Rebekah Lodge No. 127.
Canton San Diego Lodge No. 22.
Centennial Encampment No. 58.
San Diego Lodge No. 153.
Silver Gate Rebekah Lodge No. 141.
Sunset Lodge No. 328 (Veteran Odd Fellows).

San Diego Lodge, No. 168, Benevolent and Protective Order of Elks, was instituted on June 8, 1890, in Horton's Hall, with 30 charter members. The following were the first officers:

J. M. Dodge.....Exalted Ruler.
Thomas A. Nerney.....Esteemed Leading Knight.
B. F. Harville.....Esteemed Loyal Knight.
J. S. Callen.....Esteemed Lecturing Knight.
J. McNulty.....Secretary.
J. W. Sefton.....Treasurer.
J. E. Wooley.....Tyler.
C. A. Brown.....Inside Guard.
S. G. Montijo.....Esquire.
J. P. Goodwin
Eugene Daney.....Trustees.
D. Gochenauer

Credit for organizing the lodge is given to J. M. Dodge, who was then a member of Los Angeles Lodge, No. 99. The following original charter members are still members of the lodge: T. A. Nerney, B. F. Harville, J. S. Callen, J. W. Sefton, Eugene Daney, John Kastle, D. Gochenauer, H. W. Alden, Walter T. Blake, E. M. Burbeck, W. F. Riley, F. W. Jackson, Robert C. Jones, T. J. Storey, J. E. Fishburn, James Vernon, A. G. Gas-sen, George O. Scribner, and J. M. Dodge. The lodge has had different homes, and its present quarters occupy the entire second floor of the San Diego Gas & Electric Light Company's building, No. 937 Sixth Street, and are very handsomely fitted up. An Elk's Hall Association was incorporated a few months ago, which acquired the lot on the northwest corner of Second and D Streets, 90x100 feet, and a very beautiful granite and brick building is now being erected which will be ready for occupancy early in 1907. The cornerstone was laid with elaborate ceremonies on June 9, 1906. The membership of this lodge numbers 381.

The first lodge of the Knights of Pythias, San Diego Lodge No. 28, was organized October 3, 1874, by Grand Chancellor L. M. Manzer, and is, therefore, nearly a third of a century old. The charter list contained 27 names, of whom only one, L. H. Plaisted, was then a member of the order, he having belonged to Pawtucket, R. I., Lodge No. 5. The three principal officers first chosen were: Chancellor Commander, E. F. Spence; Vice Chancellor, W. W. Stewart; Prelate, G. G. Bradt. The following is a full list of the original charter members:

L. H. Plaisted.

Henry Bayly
E. F. Spence
W. W. Stewart
J. A. Gordon
G. G. Bradt
E. W. Bushyhead
G. W. Hazzard
C. B. Culver
J. W. Thompson

J. M. Spencer
H. M. Covert
E. M. Skinner
A. Condee
F. N. Pauly
A. S. Grant
J. N. Young
J. G. Capron
Philip Morse



COL. R. V. DODGE

A conspicuous figure in military, political and fraternal organizations, who has served as city treasurer and as president of the Chamber of Commerce

R. G. Balcom
S. Statler
G. B. Hensley
E. A. Veazie

L. B. Willson
D. Cave
C. W. Pauly
Douglas Gunn

Of the above, only two are now members, *i. e.*, G. W. Hazzard and C. W. Pauly.

The lodge is a very strong and active organization. It is the oldest Pythian lodge in the district.

Red Star Lodge, No. 153, K. of P., was organized September 28, 1887, with a charter list of 17 members from other lodges

and 60 strangers. The institution was organized by J. M. Van Zant, who was at the time a member of San Diego Lodge, No. 28. The first officers were: Chancellor Commander, T. J. Monahan; Vice Chancellor, G. A. H. Sprague; Prelate, S. G. Montijo. The lodge was named by Chancellor Commander Monahan after his old lodge in Ohio. The present membership is over 400. Of the original charter members, 10 remain, *i. e.*, J. W. Brenning, H. K. Coon, T. J. Dowell, M. German, George R. Har-



JOHN B. OSBORN

Who has filled the chief offices of the Masons and the Elks and served as president of the City Council, and who is a favorite public speaker

rison, George M. Hickman, H. J. Place, F. E. Severance, A. M. Thornburg, and A. M. Turner.

The Ladies' Auxiliary, called the "Rathbone Sisters," is represented by two temples: Woodbine No. 36 and Dunton Temple No. 3. The Uniform Rank, K. of P., is represented by Chevalier Company No. 6, attached to the Third Regiment, California Brigade, with headquarters at Los Angeles.

The Foresters are a flourishing organization, with the following Courts:

Court Coronado No. 3798, I. O. F.
 Court San Diego No. 7799, A. O. F.
 Court San Diego No. 28, F. of A.
 Court Silver Gate No. 138, F. of A.
 Palomar Circle No. 510, C. of F. of A.
 Palomar Court No. 176, F. of A.
 Silver Gate San Diego Circle No. 271, F. of A.

The Woodmen of the World have a strong membership. Their camps are Bay View Camp No. 7255, Miramar Camp No. 54, and San Diego Circle No. 161.

The Improved Order of Red Men are represented by Lodge No. 155, Coahuilla Tribe. The Eagles have San Diego Aerie No. 244. The Knights and Ladies of Security maintain Council No. 429. The Maccabees are represented by Hive No. 17, Ladies of M., and San Diego Tent No. 26, K. O. T. M. The Order of Pendo have San Diego Council No. 18 and Southwest Council No. 177. The Royal Arcanum meet in San Diego Lodge No. 1214. The Royal Neighbors of America, the Fraternal Grove, the Fraternal Aid, the Knights of Honor, and the Fraternal Brotherhood are all represented, the latter with two councils, San Diego Lodge No. 18 and Tourmaline Lodge.

The A. O. U. W. are represented in Emblem Lodge No. 103, Degree of Honor, and Point Loma Lodge No. 248. The O. d'H. S. assemble in San Diego Lodge No. 22, and Thusnelda Lodge No. 4.

There were a number of societies, other than secret, in San Diego at a very early day. One of the earliest of these was the San Diego Guards, organized in July, 1856. This was one of the most active of local organizations for four or five years, and nearly all the able-bodied Americans in San Diego were members. It was quietly dropped at the outbreak of the Civil War. George A. Pendleton and a few others who had served in the regular army were the moving spirits. An amusing tradition is that J. Judson Ames, he of the gigantic figure, used to march at the head of the column on public occasions with an ax on his shoulder. The following is a copy of the original muster roll of the company:

Captain Geo. A. Pendleton.	4th Serg. Jos. Schyeoffer.
1st Lieut. Wm. H. Noyes.	1st Corp. Jno. I. Van Alst.
2nd Lieut. D. B. Kurtz.	2nd Corp. Nath. Vise.
3rd Lieut. Jas. W. Connors.	3rd Corp. Edw. Kerr.
1st Serg. Andrew Cotton.	4th Corp. Frank Kerren.
2nd Serg. R. D. Israel	1st Drummer Chas. Morris.
3rd Serg. Jas. Donahoe.	1st Fifer F. R. Maretowsky.
Privates.	Privates.
Ames, J. Judson	Alvarado
Anderson, Jos A.	Blackstone, J. P.
	Privates.
	Brown, Jno.
	Brinkerhoff, J. P.

Privates	Privates	Privates
Barnes, E. W.	Leighton, Wm. H.	Robinson, Wm.
Couts, W. B.	Le Roy, Wm. H.	Rathburn, Chas. S.
Crist, Andrew	Lyons, George	Reiner, Jos.
Chisumn, P. G.	Magee, H.	Smith, Jos.
Darnall, Thos R.	Morse, E. W.	Schiller, Marcus
Estudillo, José G.	Marron, José C.	Sutton, Ansen G. P.
Gerson, Chas.	Mannasse, H.	Smith, A. B.
Goldman, S.	Mannasse, José S.	Schneider, Edw. N.
Gitchell, J. R.	Mannasse, M.	Tolman, Geo. B.
Groom, R. W.	Maxey, A. E.	Whaley, Thos.
Hoffman, D. B.	Pond, J. P.	Ward, Isaac
Herald, Duane	Pond C. H.	Wall, E. A.
Jessup, W. H.	Ringgold, Walter	Wiley, A. C.

This old organization of San Diego Guards was, of course, the legitimate forerunner of the modern militia (N. G. C.). The first military organization after the Civil War was known as the San Diego Light Guards, which organized on October 18, 1876, at Horton's Hall. The first officers were: First lieutenant, A. P. Jolly; second lieutenant, Henry Bayly; orderly sergeant, W. H. Gladstone; first duty sergeant, J. H. Richardson; second sergeant, J. F. Bowman; third sergeant, J. N. Petty; fourth sergeant, Aug. Warner.

This seems to have died out in a little while, and it was not until early in April, 1881, that the organization of the City Guards was effected. The organization began amid considerable enthusiasm, with 60 names on the roll. The first officers were: President, Douglas Gunn; secretary, Philo E. Beach; treasurer, O. S. Hubbell. The military officers were: Captain, Douglas Gunn; first lieutenant, Martin Lacy; second lieutenant, George M. Dannals. A successful entertainment was soon after given for their benefit, and on October 12th the company was reorganized, with the same officers as a company of the 7th Regiment Infantry of the National Guard of California. Douglas Gunn continued to act as captain of this organization as long as he lived. Upon his return from the East after retiring from the *Union*, in the fall of 1887, he was presented with a very valuable sword by his comrades.

The present officers are: Ed. Fletcher, captain; H. R. Fay, first lieutenant; H. J. Schlegel, second lieutenant. The captains since organization have been:

Douglas Gunn,	Richard V. Dodge,
Thomas A. Nerney,	John M. Smith,
Harry M. Schiller,	Ed Fletcher.

The Third Division of the Naval Militia is commanded by Lieutenant Roscoe Howard, and uses the old U. S. S. *Pinta* as its headquarters.

The Society of Veterans of the Mexican War was organized January 12, 1878. Colonel Wm. Jeff Gatewood was chosen president; G. F. W. Richter, secretary. Others present were: Captain Ferris, Dr. Wm. A. Winder, Joseph Leonard, E. M. Rankin, D. B. Bush, and A. H. Julian.

The G. A. R. are strong in San Diego. The first post organized was Heintzelman Post No. 33. In 1882, Memorial Day was observed for the first time in San Diego under their auspices. Colonel E. T. Blackmer delivered the oration. Datus E. Coon Post No. 172, Heintzelman Corps No. 1, W. R. C., and Datus E. Coon Corps No. 84 are active branches. General U. S. Grant Circle, Ladies of the G. A. R., and Heintzelman Woman's Relief Corps No. 1 represent the activities of the ladies of the G. A. R. The latter corps was organized in July, 1883, and was the first auxiliary of the G. A. R. organized in this state.

The Spanish-American War Veterans have a post called Camp Bennington.

John Morgan Camp 1198 represents the United Veterans of the Confederacy.

San Diego Parlor No. 168, N. S. G. W., were organized in 1887 and formally installed with imposing ceremonies, June 8, 1887. The first officers were: President, W. J. Hunsaker; first vice-president, W. E. Princely; second vice-president, C. A. Campbell; third vice-president, C. A. Loomis; treasurer, M. Klauber; trustees, W. H. Hooper, Harry Schiller, and B. Bacon. In September, 1887, Admission Day was celebrated, for the first time in San Diego, under the auspices of the new organization.

The Native Daughters of the Golden West also maintain an organization.

The first Pioneer Society in San Diego was organized February 12, 1872. Membership was to be limited to persons arriving before 1854. The following is a partial list of the first members:

W. B. Coutts, December 26, 1849.
 José G. Estudillo, native born.
 George Lyons, December, 1846.
 Thomas Whaley, July 22, 1849.
 Marcus Schiller, September 22, 1853.
 James W. Connors, October, 1852.
 Wm. A. Winder, May, 1853.
 John W. Leamy, October, 1851.
 Daniel P. Clark, March 6, 1847.
 T. G. Battaille, November, 1849.
 Miguel Aguirre, native born.
 Thomas P. Slade, May, 1849.
 A. O. Wallace, October 22, 1852.
 Thos. H. Bush, February, 1853.
 D. Crichton, September, 1853.
 E. W. Bushyhead, August 2, 1850.

Another San Diego Pioneer Society was formed at the residence of John G. Capron, March 1, 1888. E. W. Morse was elected president and Douglas Gunn, secretary. The date limit set was January 1, 1871. This and the former society seem to have survived but a short time. The only pioneer society now in existence is the Ladies' Pioneer Society, of which Mrs. Mathew Sherman is president and Mrs. M. A. Steadman is secretary. This society was formed May 31, 1895. The first president was Mrs. Flora Kimball, and the secretary Mrs. Hattie



HERBERT A. CROGHAN

A leader of the Masons and Knights of Pythias, and a member of the Board of Education

Phillips. Membership is limited to those arriving before January, 1880. There are at present more than 100 members.

A New England Society was formed in San Diego on November 23, 1854, the officers of which were: President, O. S. Witherby; vice-presidents, Judge J. Judson Ames, Colonel J. R. Gitchell, and Captain H. S. Burton, U. S. A.; recording secretary, Captain George P. Tebbetts; corresponding secretary, Judge E. W. Morse. A committee was chosen to make arrangements for the celebration of Forefathers' Day, but at this point

the record ends. The present New England Society was formed a few years ago.

The San Diego Society of Natural History was incorporated in October, 1874, and has maintained an active existence to the present. The society has had but three presidents. The first was Dr. Geo. W. Barnes; the second, Daniel Cleveland. At the present time General A. W. Vogdes is president, and Frank Stephens secretary. The San Diego Lyceum of Sciences existed for some years, but is now dormant.

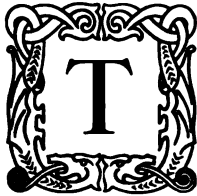
On February 7, 1880, there was a fight between a badger and some dogs, which was witnessed by a large crowd. Someone who witnessed it wrote an indignant article which appeared in the *Union*, and that paper urged the immediate formation of a society for the prevention of cruelty to animals. A public meeting was held and the organization soon after perfected. The first officers were: M. S. Root, president; D. Cave, vice-president; George N. Hitchcock, secretary; E. W. Morse, treasurer. The society was succeeded by the San Diego Humane Society, the present officers of which are: Dr. Thomas Gogswell, president; Mrs. H. L. Hall, secretary.

The first W. C. T. U. in San Diego was organized by Frances E. Willard, in 1884. Mrs. C. D. Watkins is president, and Mrs. Elizabeth Linguian, secretary.

Besides those which have been mentioned, San Diego has a large number of clubs and societies, such as are usually found in larger cities.

CHAPTER X

ACCOUNT OF THE FIRE DEPARTMENT



THE first agitation for the purchase of a fire engine at Horton's Addition began in the fall of 1869, when the newspapers took the question up and discussed it with some vigor. As a first step, a benefit was given at Horton's Hall, which netted \$250, and on the 20th of the same month another entertainment was given for their benefit. The formal organization was effected on May 17th, when about 50 citizens met and formed themselves into the Pioneer Hook and Ladder Company. The following officers were selected: Foreman, W. S. McCormick; first assistant, John N. Young; second assistant, William P. Henderson; secretary, B. C. Brown; treasurer, A. H. Julian. On June 8th, the first regular meeting was held and the same officers chosen to serve for the ensuing year, except that John H. Todman was made treasurer, in place of A. H. Julian, and the following additional officers were selected: President, Chalmers Scott; steward, John M. Heidelberg; trustees, A. H. Julian, E. W. Nottage, and George W. Hazzard.

It took more than a year to raise money enough to secure a truck. In June, 1871, it is recorded that Mr. Whitaker had returned with all the materials for the construction of a first-class fire-truck. The sum of \$500 had been subscribed for the purchase of apparatus and \$400 more were needed. The first ball was given by the new department early in September; it was a social success, but a financial failure. On October 12th the new truck was finished and housed. In November of this year, the business men sank a well opposite the store of Julian & Stutsman, expressly as a protection against fire. Additional equipment was gradually acquired and the efficiency of the department began to improve.

A year later, October 9, 1872, the successor of the hook and ladder company, known as San Diego Fire Engine Company No. 1, was organized, and the agitation for the purchase of an engine was renewed. The first fire plug in the city was set up by S. P. Abell, in front of his building on Fifth and D Streets. The water was turned on and a test of it made on April 9, 1874.

In November San Diego Engine Company No. 1 received a new hose carriage.

In January, 1878, the arrival is proudly recorded of a new fire alarm bell, which "measures over 3 ft. across the mouth and will be heard for miles around." It weighed 550 pounds, and cost \$95. This bell was used until July 1, 1880, when it was broken. As the department was a volunteer one, the loss of the bell was a serious matter. There was some difficulty and delay in replacing it, and the fire company resolved, early in September, that it would consider itself out of active service until the city had a new bell. It was not secured until February 1, 1881. The new bell weighed 1,000 pounds and cost \$300.

In the early 80's the fire department ran down and reached a very low ebb. In September, 1883, there was danger that it could not be kept up any longer, and the newspapers appealed to the citizens to aid it. An appropriation of \$100 by the city council was asked, so "that the fire department can be brought up to an effective force of 25 or 30 members," and the *Union* hoped that "no calamity may befall this city while in the helpless condition of being without a fire department." These efforts resulted in an improvement in the condition of the department, but no large departures followed.

On December 12, 1884, occurred one of the most noted fires of early days. This was the burning of the planing mill and beehive factory of George M. Wetherbee, on the corner of G and Arctic Streets, with a loss of \$12,000.

In April, 1885, another new fire bell was needed, and there was some trouble in securing a satisfactory one. The first bell sent had to be returned; a new one arrived on July 23d, and was put into commission. Bryant Howard gave the sum required for its purchase, \$500, and the bell was inscribed: "Presented to San Diego Engine Company No. 1, by Bryant Howard, Cashier Consolidated National Bank, San Diego."

Coronado Engine Company No. 1 was organized on April 22, 1886, and the following February it was announced that bids for the erection of an engine house for its use would be advertised for.

The fire department having sent for a belt, hat, and trumpet, they were offered to Chief Engineer S. M. McDowell, who used them from December, 1886. In the following March, McDowell made a number of recommendations in his annual report. He wished a tower erected at the foot of Fifth Street and the old bell placed in it; a steam fire engine was needed, also two new hose carts and more horses. He also suggested the consideration of a paid fire department and an electric alarm system.

The new hose carts were promptly furnished, and, in April, Coronado Fire Engine Company No. 2 was formed and negotiations were opened for the purchase of a steam fire engine. The engine purchased was made by La France Engine Company, of Syracuse, New York. It cost about \$4,000 delivered, arrived early in November, 1887, and was San Diego's first steam fire engine. It is now kept as a relic in Engine House No. 1.

In the fall of 1886, the city trustees created the Board of Fire Delegates of the City of San Diego, to consist of the trustees of



A. B. CAIRNES

Who served for years as Chief of the Fire Department and developed the organization from the level of a country town to a metropolitan standard

the different fire companies. These trustees met on January 6, 1887, for organization and election of officers. Those present were James Rooney, Theodore Fintzelberg, and Albert Hertz, trustees of San Diego Engine Company No. 1; and Frank J. Higgins, Henry L. Ryan, and A. F. Dill, trustees of Coronado Engine Company No. 2. They chose for their president, James Rooney; secretary, Frank J. Higgins; treasurer, Bryant Howard; chief engineer, S. M. McDowell; assistant engineers, John Moffitt and C. F. Murphy.

The equipment of the fire department at the close of the year 1887 consisted of the following: 2 steam fire engines, 2 hook and ladder trucks, 1 hose cart, 3,500 feet of hose, 11 horses, and 6 chemical fire extinguishers. The expenses of the department for the year were between \$12,000 and \$13,000, although there were only 2 salaried officers.

In the year 1888, the department not having kept pace with the growth of the city and the bursting of the boom making it impossible for the trustees to provide sufficient equipment, the department had a hard struggle and was unable to perform its work properly. The hook and ladder trucks had to be pulled by hand, on account of the shortage of horses. There were other causes of complaint, and the dissatisfaction and disorganization were so great that insurance men became alarmed. Engineer McDowell resigned in March and was succeeded by Albert Hertz. The fire companies then in existence were:

San Diego Engine Company No. 1, consisting of 32 men, 12 of whom were active; Howard Hook and Ladder Company No. 1, 48 men, 25 active; and Coronado Engine Company No. 2, 65 men, which had disbanded, but was reorganized in April. On June 4th a new volunteer company was organized and called the M. D. Hamilton Brigade. In July, the department was reorganized, new officers elected, and a set of by-laws adopted.

During the spring, summer, and fall of 1888, a series of disastrous fires occurred, which many believed were of incendiary origin. A list of the principal conflagrations at that time is given herewith:

On May 3d, a fire burned over half the block bounded by Fifth, Sixth, F and G Streets. The heaviest losers were Hamilton & Co., Fred N. Hamilton, and Williams & Ingle. The total loss was about \$150,000. The building consumed was known as the Central Market, and was built in 1873.

Sixth Street, between F and G, was the scene of a destructive fire on May 26th. The San Diego Printing Company was burned out and the postoffice had a narrow escape. The loss was about \$40,000.

On June 1st, the buildings of Foreman & Stone, on Seventh Street, with their contents, were burned. The loss was about \$40,000.

A frame building on H Street, between State and Union, was consumed by fire on August 29th; loss, \$6,000.

On September 5th, the new Backesto Block, on the corner of Fifth and H Streets, was totally destroyed by fire. It was owned by Dr. J. P. Backesto, of San José, and was built in 1887 at a cost of \$45,000. The heaviest losers were Klauber & Levi, whose loss was about \$250,000, with \$150,000 insurance.

Hunsaker, Britt & Lamme, attorneys, lost their law library (the best in the city), valued at \$15,000. The total loss was over \$300,000.

On January 23, 1889, the Board of Fire Delegates ordered certificates of membership to be issued to the following fire companies, which shows the organizations that were in existence at that time, as re-numbered:

San Diego Engine Company	No. 1.
Horton	" " 2.



RICHARD A. SHUTE

Who succeeded Chief Cairnes as head of the Fire Department, retiring from the position in 1907 with a good record to his credit

Hamilton	" " "	3.
Howard Hook & Ladder	" " "	2.
Hart	" " " "	2.

When the new city charter was adopted, in the spring of 1889, provision was made, for the first time, for the organization of a paid fire department. The control of this department was vested in a board of fire commissioners, appointed by the mayor. In pursuance of this power, Mayor Douglas Gunn sent to the council, early in May, 1889, the following names for members

of the first board: John P. Burt, J. K. Hamilton, and E. F. Rockfellow. This board was approved by the council, and organized by electing Burt president, and Henry Bradt secretary. On June 5th the board selected A. B. Cairnes as the first chief engineer of the new department.

Mr. Cairnes was an old fireman. He was a member of the New York fire department several years, and foreman of Washington Engine Company No. 20, in that city, from May, 1862, until the volunteer service was terminated by the organization of the present Metropolitan Fire Department, in 1866. He remained at the head of the San Diego fire department until November 29, 1905, when he resigned on account of age and ill health.

At the time of this reorganization, the force and equipment of the fire department were as follows: 1 chief, 2 engineers, 5 foremen, 6 drivers, and 28 firemen; there were 2 steam fire engines, 2 hose carriages, 1 hose wagon, 2 hook and ladder wagons, and 11 horses.

The Gamewell system of electric fire alarms was installed in 1892. In this year also a number of new engine houses were fitted up and occupied.

The successor of Chief Cairnes is Richard A. Shute. Mr. Shute has been identified with the department since 1888, when he became driver of Horton Hose Company No. 1. Before coming to San Diego, he was member of the San Francisco fire department and saw considerable service.

At the present time, there are 30 fire alarm stations. The location of the different engine houses is as follows:

Engine and Hose Company No. 1; southeast corner of Second and E Streets;
 Hook and Ladder Company No. 1; southeast corner of Tenth and B Streets;
 Engine and Hose Company No. 2; southeast corner of Tenth and B Streets;
 Hose Company No. 3; southeast corner of Eighth and J Streets;
 Chemical Engine; Fourth and Laurel Streets;
 Combination Chemical; Kearny Avenue between Twenty-sixth and Twenty-seventh Streets;
 Combination Chemical; Twenty-third and F Streets;
 Combination Chemical; Ninth and University Streets.

The following table shows the officers of the fire department, from its organization:

NEW FIRE DEPARTMENT.

I.

BOARD OF FIRE COMMISSIONERS.

1889	1891	1893
Pres. J. P. Burt	G. B. Grow	G. B. Grow

STATISTICS OF FIRES

671

	J. K. Hamilton	J. P. Burt	J. P. Burt
	E. F. Rockfellow	E. F. Rockfellow	Geo. W. Marston
Chief			
Eng'r	A. B. Cairnes	A. B. Cairnes	A. B. Cairnes
	1895	1897	1899
Pres.	G. B. Grow	Geo. R. Harrison	J. E. Wadham
	Geo. R. Harrison	G. B. Grow	G. B. Grow
	Geo. W. Marston	C. A. Dievendoff	J. P. Burt
Chief			
Eng'r	A. B. Cairnes	A. B. Cairnes	A. B. Cairnes
	1900	1901	1903
Pres.	B. F. Mertzmann	A. G. Edwards	A. G. Edwards
	E. J. Carter	B. F. Mertzmann	B. F. Mertzmann
	Jno. P. Burt	Jno. P. Burt	Jno. P. Burt
Chief			
Eng'r	A. B. Cairnes	A. B. Cairnes	A. B. Cairnes
	1904	1905	1905-6
Pres.	Jno. P. Burt	Geo. R. Harrison	Geo. R. Harrison
	A. G. Edwards	Jno. P. Burt	Vernon D. Rood
	Geo. R. Harrison	A. G. Edwards	A. G. Edwards
Chief			
Eng'r	A. B. Cairnes	R. A. Shute	R. A. Shute

II.

STATISTICS OF FIRES AND FIRE LOSSES.

Department called out:

	Still Alarms	Box Alarms	Total Alarms	Losses	REMARKS.
1889				\$33,145	\$29,245 before department.
1890	19	10	29	17,650	
1891			28	8,035	
1892	25	10	35	11,175	
1893	15	13	28	9,145	
1894	25	12	37	9,700	Average per fire \$388, low-
1895			54	29,900	est on record.
1896	28	11	39	10,980	
1897	31	11	42	37,700	City \$14,000. Outside \$16,-
1898	27	13	40	12,640	700.
1899	38	16	54	13,485	City \$8,485. Schooner Se-
1900	21	17	38	37,560	quoia \$5,000.
1901	29	6	35	5,575	Smallest in dept. history.
1902			50	17,420	
1903			38	23,966	Prop'ty involved \$388,850
1904	17	30	47	14,840	" " \$170,950
1905			53	13,693	

PART SEVENTH
Miscellaneous Topics



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CHAPTER I

HISTORY OF THE SAN DIEGO CLIMATE



ONE FEATURE of San Diego is better worthy of a place in these historical records than the famous climate which, of all local resources, is the one which has done most to create the city and give it wide reputation. It is a pity that exact information does not go back to the time of the earliest settlement. Of the Mission period we have only such meager records as this kept by the Fathers at San Luis Rey:

1776, Copius rainfall.
1787, Rain insufficient, crops short.
1791, Extremely dry. No rain the whole year.
1794, Rainfall insufficient, crops short.
1795, Very dry.
1819, Short in rain and crops.
1827, Short in rain and crops.
1832, Short in rain and crops.

This would seem to be an effectual answer to the saying of the Spaniards that drouth was unknown until the Americans came. Fortunately, we do not depend upon such fragmentary records for the history of the climate in later times. The facts in this chapter are supplied by the U. S. Weather Bureau forecaster, Ford A. Carpenter, and are given in his own words:

Four elements enter into a consideration of the climate of San Diego. Named according to their importance, they are as follows: (1) Distance from the northern storm tracks, and the southern storms of the Lower California coast; (2) proximity to the ocean on the west; (3) mountains in the east, (4) and the great Colorado desert still further east. The number of the northern areas of low pressure sufficiently great, and moving far enough south to exert an influence at the latitude of San Diego, are comparatively few; not one-tenth of these lows have an appreciable effect on the climate. The storms from the south ("Sonoras," as they are locally known), have but little energy, and probably average two a year. As is the case in all marine climates the ocean exerts by far the most powerful effect. This is noticed in the slight daily variation in temperature, and the absence of either cold or hot weather. The average daily change in temperature from day to day is 2 degrees, and the extremes in temperature, from a record of

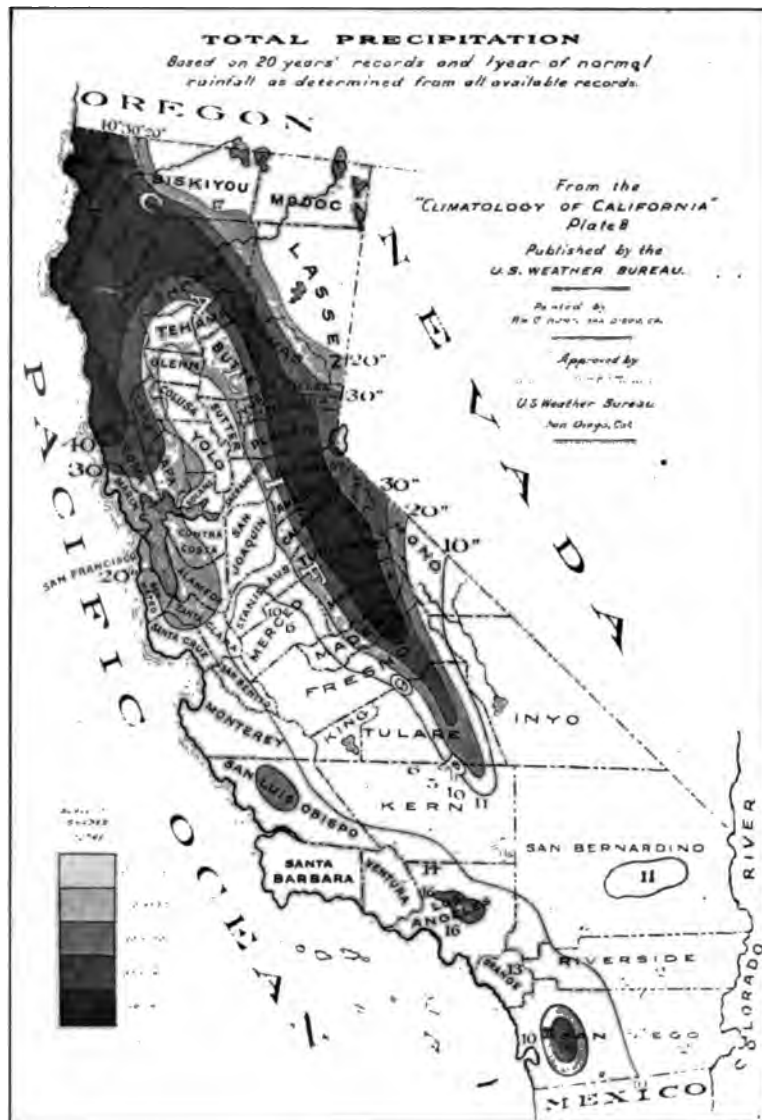
thirty-four years, are 101 degrees and 32 degrees. The temperature has exceeded 90 degrees twenty-two times in thirty-four years, or on an average of about twice every three years. Five times in the history of the station has the temperature touched 32 degrees, but has never fallen lower. Five killing frosts have occurred in San Diego since the establishment of the station, but aside from blackening tender shoots, and killing delicate flowers, no damage was done.

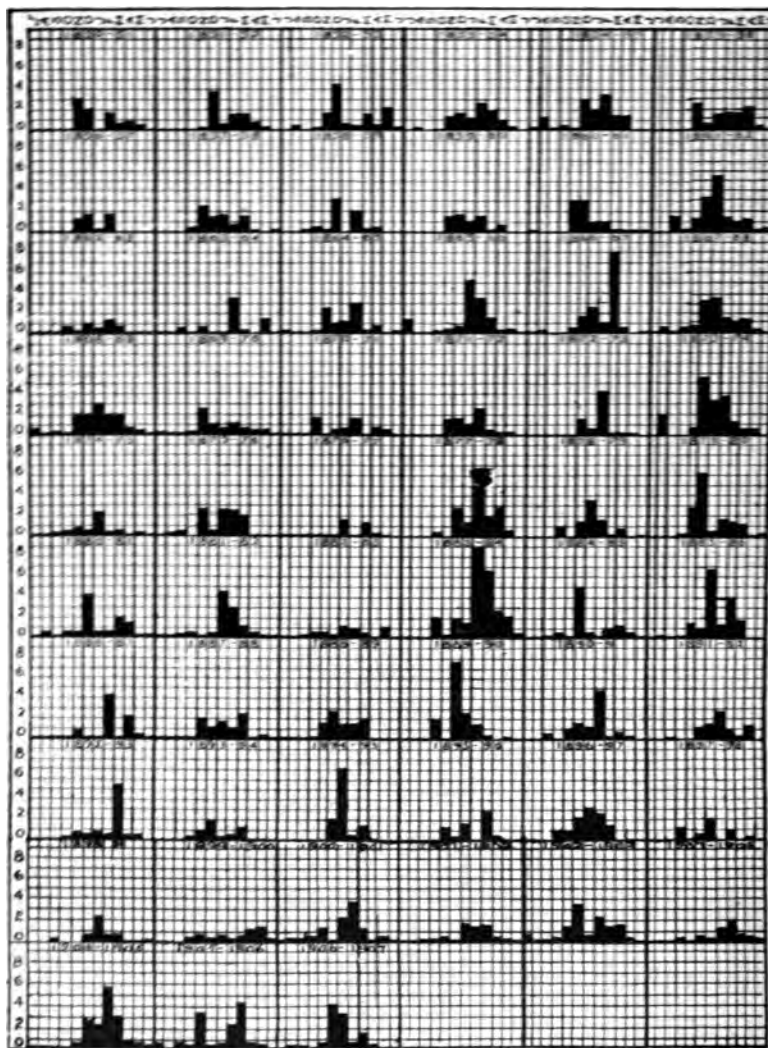


FORD A. CARPENTER

Local Forecaster U. S. Weather Bureau. Located, 1896; having been transferred from Carson, Nevada. Promoted in 1906 to Local Forecaster; since 1892, Director of San Diego Natural History Society; since 1905, Director of Chamber of Commerce, and now Treasurer of same. First President of San Diego Camera Club

The "desert" winds are responsible for temperatures above 90 degrees, and they are therefore accompanied by extremely low humidity. Records of humidity below 10 per cent are not uncommon during the two or three hours duration of the desert wind; 3 per cent is the lowest relative humidity ever recorded at this station. As the sea-breeze is stronger than the desert wind, the highest point reached, whenever the temperature is above 90 degrees, usually occurs about eleven a.m. At this time the sea-breeze overcomes the land-breeze, and the temperature drops to the normal.





RAINFALL CHART OF SAN DIEGO COUNTY

Nothing so clearly illustrates the strictly local character of the climate of San Diego as the humidity. While the mean annual relative humidity is 72 per cent at the Weather Bureau station, two miles north and at an increase of two hundred feet in elevation, the humidity decreases 15 per cent. Five miles away, and at an elevation of three hundred feet, there is

a further decrease of 5 per cent. The temperature is of course proportionately higher.

The maximum amount of sunshine occurs in November, and the minimum in May and June; the winters being usually bright and warm, and the summers cloudy and cool. The photographic sunshine recorder was installed in 1890, and this sixteen years record shows an average of about three days each year without sunshine.

In 1902, there were two days above 80 degrees and three days below 40 degrees, making 9,905 days out of a possible 10,226 days since 1875 (inclusive), when the temperature did not go beyond these extremes.

In 1903, there were seven days above 80 degrees and 7 days below 40 degrees, making 9,919 days out of a possible 10,591 days, since 1875 (inclusive), that the temperature did not go beyond these extremes.

In 1904 there were 21 days above 80 degrees and one day below 40 degrees, making 10,262 days out of a possible 10,956 days since 1875 (inclusive), that the temperature did not go beyond these extremes.

In 1905, there were seven days above 80 degrees and three days below 40 degrees, making 10,608 days out of a possible 11,321 days.

There is a difference of about one mile an hour in the average hourly velocity of the wind between the summer and the winter months; the mean annual hourly velocity is five miles. While the wind blows from every point of the compass during a normal day, the land-breeze is very light, averaging about three miles per hour, reaching its lowest velocity just before the sea-breeze sets in. The records show that there is an average velocity of from six to nine miles from ten a.m. to six p.m. During the summer a velocity of six miles is attained at nine a.m., increasing to ten miles at two p.m., reaching six miles at seven p.m.

The winter months have about five hours of moderate wind beginning shortly after noon. Winds from twenty-five to thirty miles per hour occur infrequently, the average annual number being two. Winds of from thirty-one to forty miles have an average of less than one a year. The highest velocity ever attained was forty miles from the northwest, in February, 1878.

The record of meteorological observations began in July, 1849, and was made entirely by officials of the Government. The Army and Coast Survey kept up the record until the establishment of this station by the Signal Service, Nov. 1, 1871. Since this date, the location of the observing office has been changed a number of times, but the different places have all been within a radius of a few blocks. The office is now in the Keating building, corner Fifth and F streets. The instruments have elevations above ground as follows: thermometer 94 feet; rain-gage, 86 feet; anemometer, 102 feet.

In the table below will be found the following data: "A"—Greatest monthly precipitation and date. "B"—Least monthly precipitation and date.

Table "A"	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Year.....	1895	1884	1867	1878	1884	1850	1865	1873	1861	1889	1905	1889
Amount.....	7 33	9 05	7 88	2 91	2 17	0 68	1 29	1 95	1 59	2 12	3 38	7 71
Table "B"												
Year.....	*1850	*1885	*1857	*1864	*1850	*1852	*1850	*1850	*1850	*1853	*1872	1900
Amount.....	0	0 02	0	0 01	0	0	0	0	0	0	0	0

*Also in other years.

Highest Wind Velocity, direction and date for each month, during the past 33 years. Record began January 1, 1873.

MONTHS	Velocity	Direction	Day and Year
January	37	*	* 1873
February	40	se.	13 1878
March.....	37	*	* 1876
April.....	39	*	* 1877
May	33	s	* 7 1905
June	24	sw.	11 1886
July.....	30	nw.	2 1881
August.....	25	sw.	3 1900
September	28	nw.	7 1881
October	32	nw.	29 1877
November.....	33	w	27 1905
December	36	nw.	f 2 1887

* Direction and date missing. † Also west, on December 23, 1888.

Maximum rate of rainfall from recording rain-gauge: record since 1893; December 28, 1896, in one minute, 0.19; in 5 minutes, 0.32; in 10 minutes, 0.47; in 1 hour, 0.79.

Number of days with one hour or more of fog, and number of thunder-storms in 20 years. Record began January 1, 1886.

	January	February	March	April	May	June	July	August	September	October	November	December	Sum
Total number of foggy days	33	30	13	24	4	8	10	8	30	53	33	13	259
Average	1	1	1	1	0	0	1	0	2	3	2	1	13
Total number of thunderstorms.....	2	4	10	6	4	2	3	6	2	6	2	3	50
Average	0	0	1	0	0	0	0	0	0	0	0	0	2

Total number of days on which precipitation has fallen since November 1, 1871.

	January	February	March	April	May	June	July	August	September	October	November	December
Less than 0.01	23	26	49	25	51	20	13	19	19	26	19	26
0.01 to 0.10.....	83	84	93	70	95	31	6	10	15	46	49	75
0.11 to 0.25.....	34	40	40	39	12	3	1	1	3	25	24	38
0.26 to 0.50.....	41	41	51	20	9	0	0	2	2	3	18	31
0.51 to 1.00.....	22	28	23	11	5	0	1	0	0	4	12	25
Over 1.00 inch.....	15	13	6	1	2	0	1	0	0	1	3	14

No snow is reported to have fallen at San Diego since the beginning of the record of observations in 1850.

Dates when precipitation equalled or exceeded 2.50 inches in any consecutive 24 hours.—Local time.

December 4th, 1873, 10 p. m. 3d, during night 4th.....	2.52 inches
November 9th, 1879, during a. m. 9th, to 8:10 p. m. 9th	2.75 inches
December 27th, 1879, 6 a. m. to 6 a. m. December 28th.....	2.55 inches

CLIMATOLOGY OF SAN DIEGO, CALIFORNIA

By FORD A. CARPENTER, Local Forecaster, Weather Bureau

Monthly mean temperatures for a period of fifty-four years.

[illegible]

683

YEAR	January	February	March	April	May	June	July	August	September	October	November	December	Annual	Season of	Seasonal
1850	0.00	1.13	1.00	0.09	0.00	0.68	0.00	0.00	0.00	0.19	2.82	1.93	7.84	1849-50	8.41
1851	0.03	1.51	0.34	0.87	0.71	0.01	0.00	0.00	0.02	0.01	0.25	3.74	7.49	1850-51	9.88
1852	0.58	1.84	1.87	0.85	0.32	0.00	0.00	0.40	0.00	0.06	1.45	4.50	11.87	1851-52	10.84
1853	0.50	0.20	1.52	0.25	2.10	0.05	0.00	0.21	0.00	0.00	1.28	1.77	7.88	1852-53	10.99
1854	0.99	2.56	1.88	0.89	0.18	0.01	0.07	1.36	0.09	0.27	0.04	3.29	11.63	1853-54	12.17
1855	1.97	3.59	1.30	1.52	0.06	0.00	0.00	0.04	0.00	0.11	2.15	0.41	11.15	1854-55	9.85
1856	1.27	1.86	1.59	2.17	0.29	0.00	0.00	0.07	0.00	1.22	1.30	9.77	1855-56	4.78	
1857	0.26	1.76	0.00	0.04	0.09	0.03	0.00	0.02	0.01	0.49	2.16	1.30	6.15	1856-57	7.56
1858	1.52	0.44	1.24	0.17	0.00	0.19	0.00	0.04	0.10	0.47	0.28	3.10	7.55	1857-58	6.59
1859	0.00	1.89	0.20	0.36	0.17	0.00	0.02	0.00	0.00	0.18	1.49	1.79	6.10	1858-59	7.76
1860	0.72	1.49	0.15	0.65	0.04	0.05	0.14	0.00	0.00	0.00	2.88	2.99	9.11	1859-60	15.75
1861	0.82	0.79	0.05	0.04	0.00	0.19	0.00	0.00	1.59	0.05	1.19	3.20	7.92	1860-61	3.76
1862	5.56	1.39	0.97	1.05	0.16	0.48	0.11	0.00	0.00	0.89	0.05	0.93	11.51	1861-62	3.25
1863	0.32	1.09	0.32	0.13	0.02	0.00	0.00	0.00	0.36	0.00	0.73	0.04	3.02	1862-63	5.25
1864	0.04	2.50	0.20	0.01	1.25	0.01	0.11	0.00	0.00	0.04	2.41	1.04	6.61	1863-64	9.63
1865	1.28	3.00	0.00	0.56	0.00	0.07	1.29	0.00	0.00	0.02	0.52	0.84	7.52	1864-65	11.63
1866	5.05	3.43	1.47	0.11	0.09	0.00	0.00	0.10	0.00	0.00	0.24	1.82	12.31	1865-66	13.93
1867	2.32	0.85	7.88	0.48	0.04	0.00	0.00	0.30	0.00	0.34	0.45	3.06	15.72	1866-67	11.44
1868	3.37	1.63	0.73	1.20	0.15	0.00	0.51	0.00	0.05	0.00	2.00	1.52	11.16	1867-68	12.22
1869	2.88	1.88	1.98	0.53	0.33	0.00	0.05	0.00	0.00	0.05	2.32	0.94	10.96	1868-69	5.54
1870	0.54	0.77	0.33	0.20	0.28	0.00	0.04	0.07	0.00	1.54	0.18	0.42	3.77	1869-70	11.22
1871	0.52	1.35	0.01	0.70	0.34	0.00	0.00	0.00	0.00	0.00	1.33	1.39	5.64	1870-71	7.06
1872	0.99	2.63	0.46	0.26	0.12	0.00	0.00	0.18	0.00	0.00	0.00	1.40	6.04	1871-72	8.18
1873	0.44	4.15	0.11	0.10	0.03	0.00	0.00	1.95	0.00	0.00	0.77	5.46	13.01	1872-73	15.07
1874	3.11	3.73	1.20	0.34	0.34	0.00	0.12	0.00	0.11	0.53	0.88	0.55	10.91	1873-74	5.82
1875	2.38	0.37	0.45	0.12	0.20	0.02	0.00	0.21	0.39	0.00	0.25	0.41	6.80	1874-75	9.99
1876															

Maximum and minimum temperatures for a period of 33 years.

YEAR	January	February	March	April	May	June	July	August	Sept.	October	Nov.	Dec.
1872	Max. 72	Max. 68	Max. 71	Max. 74	Max. 78	Max. 80	Max. 82	Max. 84	Max. 86	Max. 88	Max. 90	Max. 92
1873	Min. 32	Min. 34	Min. 36	Min. 38	Min. 40	Min. 42	Min. 44	Min. 46	Min. 48	Min. 50	Min. 52	Min. 54
1874	Max. 74	Max. 70	Max. 73	Max. 76	Max. 80	Max. 82	Max. 84	Max. 86	Max. 88	Max. 90	Max. 92	Max. 94
1875	Min. 34	Min. 36	Min. 38	Min. 40	Min. 42	Min. 44	Min. 46	Min. 48	Min. 50	Min. 52	Min. 54	Min. 56
1876	Max. 76	Max. 72	Max. 75	Max. 78	Max. 82	Max. 84	Max. 86	Max. 88	Max. 90	Max. 92	Max. 94	Max. 96
1877	Min. 36	Min. 38	Min. 40	Min. 42	Min. 44	Min. 46	Min. 48	Min. 50	Min. 52	Min. 54	Min. 56	Min. 58
1878	Max. 78	Max. 74	Max. 77	Max. 80	Max. 84	Max. 86	Max. 88	Max. 90	Max. 92	Max. 94	Max. 96	Max. 98
1879	Min. 38	Min. 40	Min. 42	Min. 44	Min. 46	Min. 48	Min. 50	Min. 52	Min. 54	Min. 56	Min. 58	Min. 60
1880	Max. 80	Max. 76	Max. 79	Max. 82	Max. 86	Max. 88	Max. 90	Max. 92	Max. 94	Max. 96	Max. 98	Max. 100
1881	Min. 40	Min. 42	Min. 44	Min. 46	Min. 48	Min. 50	Min. 52	Min. 54	Min. 56	Min. 58	Min. 60	Min. 62
1882	Max. 82	Max. 78	Max. 81	Max. 84	Max. 88	Max. 90	Max. 92	Max. 94	Max. 96	Max. 98	Max. 100	Max. 102
1883	Min. 42	Min. 44	Min. 46	Min. 48	Min. 50	Min. 52	Min. 54	Min. 56	Min. 58	Min. 60	Min. 62	Min. 64
1884	Max. 84	Max. 80	Max. 83	Max. 86	Max. 90	Max. 92	Max. 94	Max. 96	Max. 98	Max. 100	Max. 102	Max. 104
1885	Min. 44	Min. 46	Min. 48	Min. 50	Min. 52	Min. 54	Min. 56	Min. 58	Min. 60	Min. 62	Min. 64	Min. 66
1886	Max. 86	Max. 82	Max. 85	Max. 88	Max. 92	Max. 94	Max. 96	Max. 98	Max. 100	Max. 102	Max. 104	Max. 106
1887	Min. 46	Min. 48	Min. 50	Min. 52	Min. 54	Min. 56	Min. 58	Min. 60	Min. 62	Min. 64	Min. 66	Min. 68
1888	Max. 88	Max. 84	Max. 87	Max. 90	Max. 94	Max. 96	Max. 98	Max. 100	Max. 102	Max. 104	Max. 106	Max. 108
1889	Min. 48	Min. 50	Min. 52	Min. 54	Min. 56	Min. 58	Min. 60	Min. 62	Min. 64	Min. 66	Min. 68	Min. 70
1890	Max. 90	Max. 86	Max. 89	Max. 92	Max. 96	Max. 98	Max. 100	Max. 102	Max. 104	Max. 106	Max. 108	Max. 110
1891	Min. 50	Min. 52	Min. 54	Min. 56	Min. 58	Min. 60	Min. 62	Min. 64	Min. 66	Min. 68	Min. 70	Min. 72
1892	Max. 92	Max. 88	Max. 91	Max. 94	Max. 98	Max. 100	Max. 102	Max. 104	Max. 106	Max. 108	Max. 110	Max. 112
1893	Min. 52	Min. 54	Min. 56	Min. 58	Min. 60	Min. 62	Min. 64	Min. 66	Min. 68	Min. 70	Min. 72	Min. 74
1894	Max. 94	Max. 90	Max. 93	Max. 96	Max. 100	Max. 102	Max. 104	Max. 106	Max. 108	Max. 110	Max. 112	Max. 114
1895	Min. 54	Min. 56	Min. 58	Min. 60	Min. 62	Min. 64	Min. 66	Min. 68	Min. 70	Min. 72	Min. 74	Min. 76
1896	Max. 96	Max. 92	Max. 95	Max. 98	Max. 102	Max. 104	Max. 106	Max. 108	Max. 110	Max. 112	Max. 114	Max. 116
1897	Min. 56	Min. 58	Min. 60	Min. 62	Min. 64	Min. 66	Min. 68	Min. 70	Min. 72	Min. 74	Min. 76	Min. 78
1898	Max. 98	Max. 94	Max. 97	Max. 100	Max. 104	Max. 106	Max. 108	Max. 110	Max. 112	Max. 114	Max. 116	Max. 118
1899	Min. 58	Min. 60	Min. 62	Min. 64	Min. 66	Min. 68	Min. 70	Min. 72	Min. 74	Min. 76	Min. 78	Min. 80
1900	Max. 100	Max. 96	Max. 99	Max. 102	Max. 106	Max. 108	Max. 110	Max. 112	Max. 114	Max. 116	Max. 118	Max. 120
1901	Min. 60	Min. 62	Min. 64	Min. 66	Min. 68	Min. 70	Min. 72	Min. 74	Min. 76	Min. 78	Min. 80	Min. 82
1902	Max. 102	Max. 98	Max. 101	Max. 104	Max. 108	Max. 110	Max. 112	Max. 114	Max. 116	Max. 118	Max. 120	Max. 122
1903	Min. 62	Min. 64	Min. 66	Min. 68	Min. 70	Min. 72	Min. 74	Min. 76	Min. 78	Min. 80	Min. 82	Min. 84
1904	Max. 104	Max. 100	Max. 103	Max. 106	Max. 110	Max. 112	Max. 114	Max. 116	Max. 118	Max. 120	Max. 122	Max. 124
1905	Min. 64	Min. 66	Min. 68	Min. 70	Min. 72	Min. 74	Min. 76	Min. 78	Min. 80	Min. 82	Min. 84	Min. 86
1906	Max. 106	Max. 102	Max. 105	Max. 108	Max. 112	Max. 114	Max. 116	Max. 118	Max. 120	Max. 122	Max. 124	Max. 126

Monthly relative humidity (per cent.) for a period of 35 years. Record began January 1, 1871.

Total number of high winds in 33 years. Record began January 1, 1873.

	January	February	March	April	May	June	July	August	September	October	November	December	Annual Average
A. M.	72.9	77.6	81.2	82.2	82.5	84.3	87.1	85.4	84.7	81.3	72.4	73.0	
P. M.	73.3	73.5	73.9	73.4	74.8	75.7	76.4	76.4	78.0	76.2	72.8	72.9	
Average	73.4	75.6	77.6	77.8	78.6	80.5	81.6	80.9	81.4	78.8	72.6	72.9	
	Velocity 25 to 30 miles												
	12	14	18	11	5	0	3	1	1	4	8	13	2
	Velocity 31 to 40 miles												
	11	12	10	3	1	0	0	0	0	1	3	4	1

Temperature and weather summaries for a period of fifty-four years.

Temperature	Jan.	Feb.	Mar.	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.	Annual
Highest monthly mean and year.....	58.1	59.0	60.0	63.8	65.7	69.1	73.2	75.1	73.6	68.8	64.6	63.3	63.8
Lowest monthly mean and year.....	19.5	19.5	19.5	19.5	19.5	19.5	19.5	19.5	19.5	19.5	19.5	19.5	19.5
Absolute maximum and date.....	83	83	83	83	83	83	83	83	83	83	83	83	83
Absolute minimum and date.....	32	34	34	34	34	34	34	34	34	34	34	34	34
Greatest daily range.....	31, 1880	10-11, 94	10-11, 94	10-11, 94	10-11, 94	10-11, 94	10-11, 94	10-11, 94	10-11, 94	10-11, 94	10-11, 94	10-11, 94	10-11, 94
Mean daily range.....	16.9	13.7	14.2	14.2	14.2	14.2	14.2	14.2	14.2	14.2	14.2	14.2	14.2
Mean variability.....	2.4	2.1	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Mean of three consecutive warmest days.....	65.7	69.2	71.3	74.3	72.1	75.8	78.0	81.1	82.9	79.0	75.6	75.6	82.9
Mean of three consecutive coldest days.....	40.2	41.9	44.3	50.5	52.6	55.4	59.5	60.8	57.0	49.8	44.9	42.8	40.2
Weather													
Average number of clear days.....	17	14	14	16	10	11	15	12	16	18	19	17	178
Average number of partly cloudy days.....	7	9	9	8	11	15	10	15	11	10	9	10	116
Average number of cloudy days.....	7	5	5	6	10	4	6	4	3	3	2	4	71
Average number of rainy days.....	6	8	7	4	3	1	0	0	0	2	3	5	39

*Also 21st, 1883; 7th, 1894.

Greatest precipitation in 24 hours for each month.

YEAR	January	February	March	April	May	June	July	August	September	October	November	December	Greatest Annual
1872	0.53	1.12	0.29	0.15	0.10	0.00	0.00	0.09	0.00	0.00	0.00	0.53	1.12
1873	0.20	1.25	0.05	0.10	0.02	0.00	0.00	1.80	0.00	0.00	0.54	2.52	2.52
1874	1.35	1.24	0.28	0.33	0.21	0.00	0.09	0.00	0.10	0.18	0.31	0.55	1.35
1875	0.95	0.35	0.30	0.11	0.08	0.02	0.00	0.21	0.29	0.00	0.52	0.32	0.95
1876	0.35	1.53	0.80	0.05	0.05	0.05	0.03	0.06	0.03	0.06	0.03	0.10	1.53
1877	0.41	0.16	0.52	0.16	0.20	0.00	0.00	0.00	0.00	0.78	0.06	1.09	1.09
1878	0.55	1.11	0.36	0.82	0.28	0.07	0.00	0.00	0.00	0.96	0.00	0.58	1.11
1879	1.53	0.80	0.05	0.17	0.00	0.07	0.00	0.00	0.00	0.16	2.75	2.15	2.75
1880	0.31	0.82	0.44	0.38	0.06	0.06	0.07	0.28	0.00	0.18	0.17	1.29	1.29
1881	0.29	0.18	0.83	0.70	0.02	0.05	0.00	0.01	0.04	0.21	0.07	0.19	0.83
1882	2.49	0.99	0.55	0.13	0.17	0.05	0.00	0.00	0.01	0.21	0.31	0.11	2.49
1883	0.98	0.43	0.19	0.18	0.69	0.08	0.00	0.60	0.00	1.82	0.20	0.63	1.82
1884	0.92	1.89	1.71	1.01	1.15	0.21	0.00	T	0.07	0.23	0.10	1.66	1.89
1885	0.20	0.01	0.56	0.80	0.54	0.04	T	0.13	0.00	0.21	0.59	0.48	0.80
1886	1.76	0.69	1.58	1.20	0.02	0.04	T	T	0.00	0.05	0.74	0.06	1.76
1887	0.01	1.96	0.02	0.91	0.41	0.04	0.01	T	T	T	1.80	0.74	1.96
1888	0.75	0.66	1.25	0.08	0.15	0.04	0.01	T	0.04	0.20	0.60	1.04	1.25
1889	0.67	0.95	1.16	0.11	0.02	0.10	T	0.04	T	1.54	0.08	2.31	2.31
1890	1.52	1.04	0.35	0.03	0.04	0.00	0.00	T	0.37	0.01	0.72	1.23	1.52
1891	1.08	1.35	0.17	0.55	0.34	0.05	T	0.00	0.08	0.02	0.09	0.69	1.35
1892	1.25	1.25	0.34	0.41	0.95	0.13	0.00	0.04	T	0.10	0.82	0.43	1.25
1893	0.45	0.13	2.00	0.22	0.22	T	T	0.00	0.00	0.11	0.81	0.71	2.00
1894	0.20	0.15	0.65	0.06	0.08	0.01	0.00	0.04	0.01	T	0.00	0.59	0.65
1895	2.15	0.29	0.70	0.08	0.15	0.00	0.00	0.00	0.01	0.22	0.46	0.15	2.15
1896	0.57	0.02	1.32	0.12	0.03	0.01	T	0.09	T	0.61	0.88	1.10	1.32
1897	1.62	1.04	0.55	0.02	0.04	T	0.01	T	T	0.67	0.02	0.17	1.62
1898	0.55	0.06	0.47	0.09	0.26	0.02	0.00	0.00	0.06	0.00	0.11	0.71	0.71
1899	1.33	0.24	0.52	0.28	0.07	0.25	0.00	0.07	0.00	0.20	0.42	0.54	1.33
1900	0.66	0.03	0.48	0.79	1.35	0.05	0.00	T	T	0.20	0.52	0.00	1.35
1901	0.74	2.39	0.53	0.01	0.52	0.02	T	T	0.06	0.18	0.37	0.01	2.39
1902	0.54	1.16	0.10	0.20	0.05	T	0.83	T	T	0.06	0.98	1.76	1.76
1903	0.30	1.05	0.58	1.00	0.11	T	0.00	T	T	0.04	T	0.33	1.05
1904	0.03	0.86	0.81	0.07	0.08	0.00	0.00	T	T	0.10	0.00	1.43	1.43
1905	1.01	1.74	1.19	0.13	0.23	T	0.16	0.00	0.34	0.87	1.69	0.20	1.74
1906	0.74	1.29	2.10	0.19	0.28								

CHAPTER II

SAN DIEGO BAY, HARBOR AND RIVER



THE advantages of San Diego's remarkable harbor have been appreciated by a few wise spirits from the days of its earliest discovery. Father Serra writes of it as "truly a fine one, and with reason famous." The wise Goethe understood the strategic situation of the port with reference to the Panama Canal and the inevitable expansion of the United States. In 1827, he said in conversation:

But I should wonder if the United States were to let an opportunity escape of getting such work [the construction of a canal] into their own hands. It may be foreseen that this young state, with its decided predilection for the West, will within thirty or forty years, have occupied and peopled the large tract of land beyond the Rocky Mountains. It may, furthermore, be foreseen that along the whole coast of the Pacific Ocean, where nature has already formed the most capacious and secure harbors, important commercial towns will gradually arise, for the furtherance of a great intercourse between China and the East Indies and the United States.

Professor George Davidson, of the United States Coast Survey, wrote of San Diego Bay as follows, and has since repeated and emphasized his opinion: "Next to that of San Francisco, no harbor on the Pacific Coast of the United States approximates in excellence the Bay of San Diego. The bottom is uniformly good; no rocks have been discovered in the bay or approaches; the position of the bay with relation to the coast, and of the bar with relation to Point Loma, is such that there is rarely much swell on the bar; as a rule, there is much less swell on this bar than on any other bar on the Pacific Coast. There is less rain, fog, and thick haze, and more clear weather in this vicinity than at all points to the northward, and the entrance is less difficult to make and enter on that account. Large vessels can go about seven miles (geographical) up the bay, with an average width of channel of 800 yards between the four fathom lines at low water. This indicates sufficient capacity to accommodate a large commerce."

Commodore C. P. Patterson, superintendent of the United States Coast Survey, says: "The depth over the bar (at low

water) is 22 feet. The bar remains in a remarkably permanent state. The distance across the bar, from an outside depth of 27 feet to the same depth inside, is 285 yards, so that the removal of about 60,000 yards of material would give a channel of 300 feet wide and $28\frac{1}{2}$ feet deep over the bar at mean low water. I have crossed this bar at all hours, both day and night, with steamers of from 1,000 to 3,000 tons burden, during all seasons, for several years, without any detention whatever. Ample accommodations can be had in this harbor for a very large commerce. There is no safer harbor on the Pacific Coast for entering or leaving, or for vessels lying off wharves. It is the only land-locked harbor south of San Francisco and north of San Quentin, Lower California, a stretch of 600 miles of coast, and, from a national point of view, its importance is so great that its preservation demands national protection and justifies national expenditure. Fortunately, these expenditures need not be great, if the stable regimen of the harbor be preserved."

During a storm in February, 1878, when the wind reached the highest point ever registered at San Diego, the United States Coast Survey steamer *Hassler* lay directly upon the bar taking soundings and surveying the harbor. During that same storm the *Orizaba* was obliged to pass by every stopping place between San Diego and San Francisco, and to lie off the latter port three days before attempting to cross the bar. It is not uncommon to see large full-rigged ships sailing into San Diego harbor and tying up to the wharf without a pilot.

Admiral Ossipee, who was here in 1870, was of the opinion that San Diego harbor is "amply capacious to accommodate twice the present commerce of the Pacific Coast."

Lieutenant A. B. Gray, one of the first to appreciate its capacity and advantages, said of it:

In 1782 it was surveyed by Don Juan Pantoja, second pilot or navigator of the Spanish fleet. In the summer of 1849 the shore line was accurately measured and triangulated under the direction of Hon. John B. Weller, United States Commissioner, in connection with the initial point of the Mexican boundary; and in the spring of 1850, while encamped there awaiting instructions from Washington, I sounded the harbor thoroughly; and in conjunction with the officers of the U. S. Steamer *Massachusetts*, extended the soundings into deep water. . . . In 1851-2 it was again surveyed and sounded by the United States Coast Survey. From the results of the three examinations, it appears that the conformation of the shore line was very little if any changed; and the *soundings* are identically the same. The average rise and fall of tide is $6\frac{1}{4}$ feet, and six fathoms at low water is carried in over the bar, for a distance of eight miles up the bay; when five, four and three fathoms are extended for seven miles further. The channel of

deep water is half a mile wide for over eight miles; at one place a little less (near the entrance). On either side of the four fathom curve, which is distinctly marked, the bank being very precipitous, are flats having from one to three fathoms, generally averaging two fathoms, and at one bend of the bay nearly two miles broad. No difficulty is experienced in getting into the harbor day or night, with a chart or pilot; the wind from any quarter. For nine months of the year the prevailing winds are from the northwest, and during the months of November, December and January the south-easters make their appearance on the coast; occasionally very heavy storms lasting several days at a time; but when fairly in the harbor it is as smooth as a mill-pond, and a vessel will ride more securely at anchor than in the harbor of New York, so completely land-locked and protected from all gales as it is. There are no heavy swells upon the bar and the channel is very regular. A strong current sets in and out of the harbor, and so long as the tides continue to ebb and flow, that long will the deep channel remain the same, unless by some sudden disturbance in nature a change takes place in the form of the bay.

It is simply necessary to examine a correct chart of the port of San Diego to observe at once its capacity. From a residence of several years there, and close observation, I feel satisfied that for all the ocean traffic of the Pacific, from the islands and the Indies, it is amply capacious, being large enough to hold comfortably more than a thousand vessels at a time.

It is not because personally interested, as a resident of San Diego, that I am thus particular in describing the harbor, for its geographical position with the great facilities which the parallel of 32 offers for the construction of the Pacific railway, must in the event of such being accomplished, insure for it prominence in a commercial view. But, it is because misapprehension has been felt by many that the harbor is not sufficiently capacious. This surmise has been based upon statements of persons who have not spoken understandingly, or at least have not had correct information. One in particular, to which I refer, is calculated to mislead, because of the high rank and position which the officer has held. He of course had no intention of misinforming, but must have formed his opinion upon the common impression existing previous to the accession of California and without examination. This idea, of its being a small harbor, arose from the fact of the very little or no traffic at San Diego except for one or two ships a year putting in for hides and tallow, and occasionally for water. Inside the natural pier, so perfectly formed that it seems almost artificial, and immediately at the *entrance* of the port, was the common anchorage, because it afforded safety, and a fine beach for drying and curing hides. There was no necessity for vessels going further, and so long had it been since the old Spanish fleets visited it, that no one thought of the deep channel existing to such an extent up the bay. I am satisfied that the author of the statement referred to, if at San Diego at all, was never fairly in the harbor, but at its entrance opposite La Playa, the narrowest part in eight miles of five and six fathoms of water. Though this lower part of the bay is perfectly safe and land-locked, it is nevertheless but a small portion of the

harbor, which may be said to have a shore line on each side of four leagues at least. The Spanish fleet anchored seven miles above the entrance, and at a point where the channel lies close to the shore, which they named Punta de los Muertos (Point of the Dead), from burying a number of the crew there, who had died from scurvy, contracted on the voyage. * * *

I do not hesitate to say that in climate it cannot be surpassed by any in the world, and for capacity and safety there are few harbors on either coast of North America superior to San Diego, admitting the largest class ships of water, and at all times.



POINT LOMA AND THE SILVER GATE, SAN DIEGO

Showing the Lighthouse on Ballast Point, the Government Quarantine Station and Marine Hospital on the site of the Hide Houses, La Playa and the road to Old San Diego

The Bay of San Diego is 12 miles long and from 1 to 2 miles broad. The total area is 22 square miles, and the available anchorage 6 square miles. On San Francisco bar there is a depth of $5\frac{1}{4}$ fathoms; on Humboldt bar sometimes 3 fathoms, but at other times not exceeding 15 feet; on the Umpqua bar, 12 to 13 feet; on the Columbia River bar, $4\frac{1}{2}$ fathoms; on Shoalwater Bay bar, $4\frac{1}{2}$ fathoms. All of these bars change much, except that of San Francisco. The depth of water on the bar also compares favorably with harbors on the eastern coast of the United States. Boston has about 18 feet; New York, $23\frac{1}{2}$;

Philadelphia, 18; Charleston, Mobile, and New Orleans, 18 feet. The water frontage available is almost as great as that of New York City, and far greater than that of any other harbor on the Pacific Coast.

On the west, the bay is protected by a long, narrow strip known as the Coronado Peninsula, which terminates on the north in the townsite of Coronado and beyond that, next to the channel, in North Island. The entrance to the harbor is further protected by the peculiar formation known as Point Loma, which is a high, rocky promontory stretching out into the ocean from a point opposite Old Town southwesterly and southerly, a distance of about five and one-half miles, with a width of from two and one-half miles to half a mile. The formation is a crumbling sandstone, but it is covered with soil for the most part, and with an adequate supply of water the Point will one day be made a place of beauty.

The first board of harbor commissioners of San Diego consisted of Clark Alberti, W. W. Stewart, and J. H. Barbour. Their appointment dates from March 18, 1889, and they met and organized on May 15th. Alberti was made president; his term was for four years. Stewart's term was three years. Barbour acted as secretary; his term was two years. Harry L. Titus was appointed attorney to the board; M. G. Wheeler, chief engineer; and Nestor A. Young, chief wharfinger.

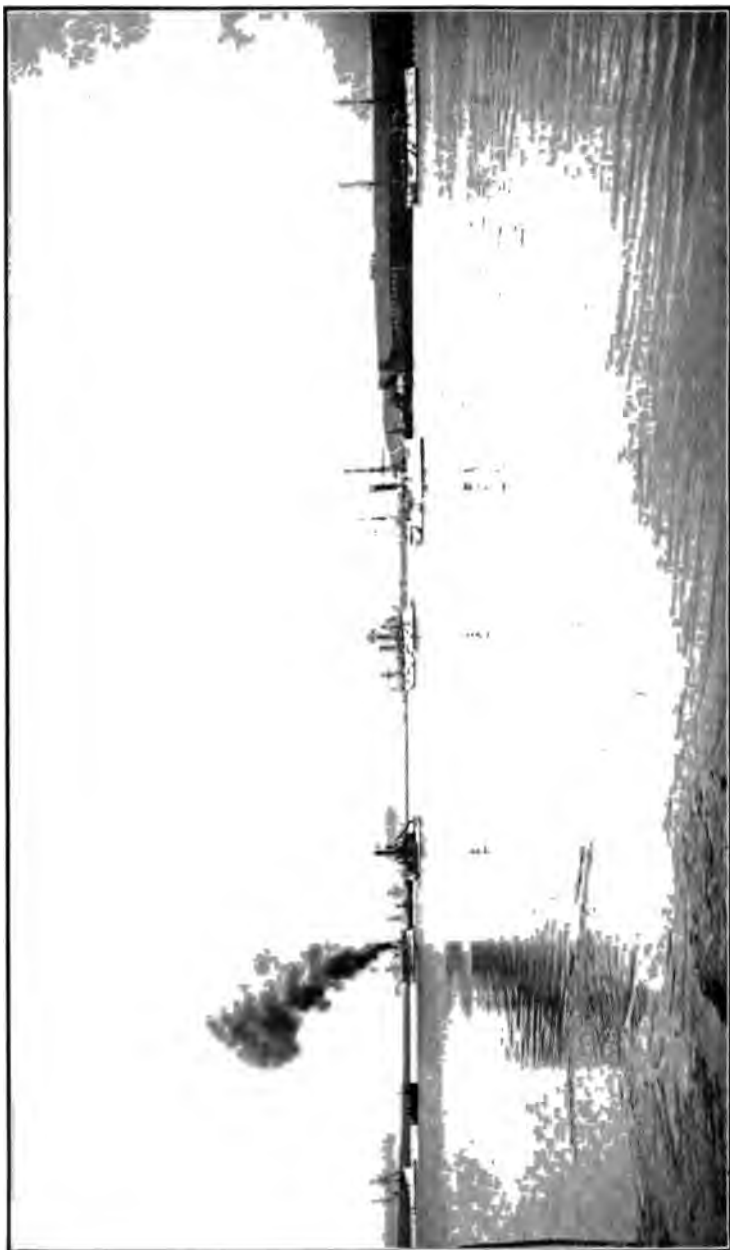
April 14, 1893, D. C. Reed and C. W. Pauly were appointed, *vice* Alberti and Stewart. Pauly resigned on September 14th following, and was succeeded by W. W. Stewart. The board then consisted of Reed, president; Barbour, secretary; and Stewart.

On March 31, 1896, F. H. Dixon and N. H. Conklin became members, succeeding Barbour and Stewart, whose terms had expired. The board then consisted of D. C. Reed, president, term expiring December 31, 1897; N. H. Conklin, term expiring June 6, 1900; and F. H. Dixon, secretary, term expiring June 6, 1900. The attorney of the board was D. L. Withington.

During 1895 and 1896, little was done, partly on account of the tide land troubles. The board say in their biennial report:

Nearly all the tide lands adjacent to the Bay of San Diego over which the Board is supposed to exercise control, are claimed by private parties. This property is rapidly increasing in value. Every year new complications are arising from this disputed ownership. Therefore, the Board anxiously await the decision of the Supreme Court, which we trust will be rendered before the convening of the next coming session of the State Legislature.

W. J. Prout succeeded D. C. Reed in December, 1897, and served to June 6, 1900. The tide land troubles continued, and



BATTLESHIPS IN THE HARBOR

in the biennial report of the commissioners (Conklin, Dixon, and Prout), dated October 29, 1898, they say: "Since the present board has come into office they have been diligently striving to secure possession of the tide lands adjacent to the Bay of San Diego. . . . A large portion of these tide lands have been brought under our control, and we are confident that in the near future the decisions of the courts will give us possession of the remainder." Conklin was president and Dixon secretary.

June 20, 1900, G. B. Grow, George M. Hawley and J. E. O'Brien became commissioners. Grow was president. He died in office February 7, 1903; O'Brien and Hawley served to November 20, 1901. Robert B. Benton was appointed to succeed O'Brien and served from November 20, 1901, to March 13, 1903. Charles P. Douglass succeeded Hawley, serving as secretary from November 20, 1901, to March 13, 1903. Hawley and O'Brien resigned and Benton and Douglass were appointed to succeed them. The biennial report of Commissioners Grow, Benton, and Douglass for the years 1900-1902 shows no receipts and no disbursements.

The present board consists of Charles W. Oesting, president; Capt. W. H. Pringle; and Eugene DeBurn, secretary. They were appointed March 13, 1903. Capt. Pringle is harbor-master; Eugene Daney, attorney; and G. A. d'Hemecourt, engineer.

Within the administration of the present board, their work has entered upon a new phase. The tide lands question was settled some years ago and the jurisdiction of the board established. A number of franchises have been granted, and the importance of the board's work has steadily grown.

The San Diego River rises in the Volcan Mountains, about sixty miles from the city, and flows in a general southwesterly course through the El Cajon and ex-Mission ranchos, and the pueblo lands of San Diego, into False Bay. At Capitan Grande, thirty-five miles from its mouth, it is joined by a branch rising to the southeast in the Cuyamaca Mountains. It is also fed by numerous springs along its course. From its sources to Capitan Grande or a little farther, the river flows all the year round; but thence onward, it sinks into the sand in the dry summers, after the curious fashion of California rivers, and disappears from sight. For this peculiarity it has been much lampooned, from the days of John Phoenix downward; but the explanation is very simple. Above the point named, the bed-rock formation is near the surface and keeps the water in its visible channel; while below, the rock lies deeper and the channel is filled with light sand into which the water sinks and continues to flow underground to the sea. Water can be had in large quantities by digging in its bed. For many years the city of San Diego depended

entirely upon water pumped from wells in the river bed, near Old Town. This peculiar construction forms a natural filter, and has many other points to recommend it and to compensate for the disadvantage of non-navigability.

It is probable that, at one time, San Diego and False bays were one body of water, and Point Loma an island. The low land between Old San Diego and Point Loma bears every appearance of having been carried in by the river. At the time the Spanish settlement at Presidio Hill was made, the river was emptying into False Bay, and it continued to do so until the second decade of the nineteenth century. Exactly when it broke into San Diego Bay is a matter of dispute. It has been stated in this History, on the authority of Blas Aguilar, that it was in the autumn of 1821, but Juan Bandini said it was in 1825 and it is frequently so stated. Pio Pico thought it occurred in 1828, and this is supported by the statement of Duhaut-Cilly that the river was flowing into False Bay in 1827. However, it is possible that both are correct, since Aguilar stated that the flow was not all diverted into San Diego Bay, but was divided; and we may therefore suppose that the flood in the fall of 1821 marks the time when any part of the water first began to flow into San Diego Bay, and that within a few years after it was totally diverted into the new channel, either by another flood or by slow accretions of sand.

From this time on, the river continued to flow into San Diego Bay for nearly fifty years, with only one slight interruption, and steadily filled up the shallow waters lying on the side toward Old Town. The danger to the harbor was early recognized. In 1846 Emory wrote: "Well grounded fears are entertained that the immense quantity of sand discharged by this river will materially endanger, if it does not destroy, the harbor of San Diego; but this evil could be arrested at a slight cost, compared with the objects to be attained." In September, 1851, A. D. Bache, superintendent of the Coast Survey, wrote to the Secretary of the Treasury: "It is believed . . . that unless the course of the river be changed, the channel will be ultimately filled, which will have the effect, I think, of destroying the bay entirely as a harbor. . . . The only remedy for the evil is to turn the river into False Bay again. This is an excellent harbor and its loss would be severely felt." Several attempts were made by the people of San Diego to turn the stream by erecting barriers of sand and brush, but they all proved ineffectual.

September 30, 1850, an ordinance was passed by the city trustees for the turning of the San Diego River by the construction of a pile dam at a cost of \$1,000. A committee of the council reported October 10th that nothing could be effected toward turning the river by the means proposed, and the project was

dropped. The matter continued to be strongly urged, by petitions, newspapers, and congressmen, and finally in 1853 an appropriation was secured and Lieutenant George H. Derby sent on to construct a dam.

Derby seems to have had correct ideas about the way in which the work should be done. He proposed to straighten the channel and build a substantial dam, but the appropriation was too small and he was instructed to follow the old winding channel, merely throwing the sand out upon the south bank, and constructing a bulkhead of timber at the old river crossing. The work was commenced in September and completed in November, 1853. It was done by Indian laborers, and the irrepressible Derby had a good deal of fun while it was in progress. It proved a good dry weather dam, but was worthless to resist a flood. It stood for two years, but gave way in 1855, and the river again flowed unchecked into the great harbor.

Beginning in 1869, several reconnaissances were made with a view to ascertaining the extent of the trouble and the best means of remedying it. One engineer distinguished himself by reporting that no damage was being done, and that the diversion of the river into False Bay was not urgently demanded. But better counsel prevailed. In 1875 an appropriation of \$80,000 was obtained for carrying out the work, and in 1877 it was done in a thorough-going manner. The channel was straightened, an adequate earthen embankment constructed, and a substantial bulkhead built. These works have stood every test, including the unusual flood of the winter of 1905-06, and are undoubtedly permanent. The failure to construct them in a proper manner was a waste of money and a serious menace to San Diego's prosperity.

False Bay has never been navigable within the memory of living men, although there are traditions that one or two Spanish vessels found their way into it at flood tide. It is used to a certain extent for navigation by small boats, and is a favorite resort of duck-hunters, but has no commercial value.

The extent of the damage done to San Diego Bay by the river is not as great as might have been anticipated. From Roseville easterly, there is a stretch of waters which were always rather shallow and are now largely bare at low tide. Old residents can remember sailing boats over this ground, and it has been related how the Spanish soldiers navigated a boat across it, between Presidio Hill and Fort Guijarros. But it is now substantially what it has always been—marsh land.

The valley through which the river flows after leaving El Cajon is a remarkable one. It has a length of about six miles, extending in almost a straight course from the mission to Old Town, with an average width of more than half a mile, and is flanked on north and south by steep and rugged hills rising to

a height of 300 feet or more. Through this valley the river sprawls and winds its sluggish way, except at times of flood, when it sometimes fills a large part of the floor of the valley with a turbid stream. The soil along the channel of the river is sandy, but is cultivated to some extent; a little higher, on the mesa lands at the foot of the hills, is fertile soil on which lie some of the most comfortable and productive homesteads in the county. It was in this valley that a large part of the agriculture of the Mission Fathers was carried on.

The floods in the river have been many, and at times considerable damage was wrought. The first great flood of which there is any record occurred in 1811; the second was in 1821 according to Aguilar, or 1825 by other accounts; the third took place in the winter of 1839-40; the fourth in 1855; the fifth in 1857; the sixth in 1862; and the seventh in the past winter of 1905-06. Some particulars of these earlier floods have been given. The most recent overflow is fresh in the public mind, when farms were flooded in Mission Valley which had not been overflowed for many years. The embankment at the north end of the Old Town bridge was washed away and the river changed its channel at that point and began flowing several yards farther north. It was only by the most energetic work that the bridge was saved and the river restored to its old channel. In many other places, the channel was completely changed. The water continued to flow visibly, in a considerable stream, to the ocean until late in the summer of 1906—a most unusual phenomenon.



HENRY DAGGETT
of Daggett's Drug Store.



E. WINEBURGH
Manager of the Hub Clothing Company.



LAURENCE P. SWAYNE
Member Park Commission.



GEORGE BURNHAM
Of Scott-Burnham Investment Company



FRED A. HEILBRON

One of the leading young business men
of the city.



A. C. RIORDON
President Imperial Realty Company.



GEORGE F. OTTO
A leading florist.

CHAPTER III

GOVERNMENTAL ACTIVITIES



WITH the Mexican War San Diego became an important military station and considerable improvement has been made, from time to time, of its natural advantages as a harbor of refuge and defense. Troops were quartered in the Old Mission for about ten years after the Mexican War. The quartermaster's department was established at New San Diego in 1850-1. Among well known army officers stationed here in early days were the following:

Colonel John Bankhead Magruder, about whom many stories are told. He was a strict disciplinarian when acting officially and was sometimes called "Bully" Magruder; but he was also convivial and drank deep with Lieutenant Derby and other congenial comrades. When the Civil War broke out, he became a somewhat noted cavalry commander on the Confederate side.

Captain Nathaniel Lyon, who was much beloved in San Diego. He gave the first ball ever held in the old barracks, and owned one of the first houses in New San Diego. He was killed at the battle of Wilson's Creek, in Missouri, early in the Civil War.

Lieutenant George Stoneman, later a general in the Union army and governor of California; Captain Edward O. C. Ord, later a Union general; Major William H. Emory, who came with Kearny's expedition in December, 1846, and was later a Union general; Captain John F. Reynolds, who became a Union general and was killed at Gettysburg; Lieutenant George L. Andrews, whom Derby called "that mad wag," and who was on the staff of General Canby at Mobile; Lieutenant Adam J. Slemmer, the hero of Fort Pickens at the beginning of the Civil War, who became a Union general, and lost a leg at the battle of Stone River (married a daughter of the Rev. John Reynolds); Lieutenant (afterward General) John S. Mason; Lieutenant Francis E. Patterson, who died a general in Virginia; Major Lewis A. Armistead, later a general in the Confederate army, who was killed at Gettysburg; Colonel Frederick Steele, later a general; Lieutenant George B. Dandy, afterward a general and stationed at different points on the Pacific Coast as quartermaster; Colonel (then Lieutenant) Hamilton; Lieutenant Murray, who became a Confederate colonel and was severely wounded at

the first battle of Bull Run; Major George H. Ringgold; Major Edward H. Fitzgerald, who led "the Fitzgerald Volunteers" in the Garra Insurrection of 1851; Major Justus McKinstry; Captain Foster; Captain Kellogg; Captain Winder; Captain Edward B. Williston; Doctor John S. Griffin, of San Pasqual fame, who later lived at Los Angeles; Surgeons Hammond, Keeney, Edgar; and many more.

The details of military life and activities in and around San Diego are somewhat beside the scope of this book. In a general



QUARANTINE STATION AND MARINE HOSPITAL AT LA PLAYA, SITE
OF HIDE HOUSES

way, a military post and quartermaster's depot were maintained from the dates named. It was also for a time made a depot of military supplies for a large number of frontier army posts. The post at Fort Yuma was for a time supplied from San Francisco by small steamers which ran up the Gulf of California, but in 1851 a line of pack trains across the desert was successfully established by William H. Hilton, who carried the supplies from San Diego to Yuma for some time, under contract. Mr. Hilton is still living, in Berkeley. Later, a military road and telegraph

across the desert were constructed and played an important part in the life of the Southwest. In later years, the military activities in and around San Diego have had reference chiefly to the construction of the harbor fortifications, improvement of the reservation, etc.

The necessity for a military reservation on Point Loma was recognized by the officers of the United States Army immediately upon taking possession of the country. In a report to the Secretary of War dated at Monterey, March 1, 1849, General Henry



LIGHTHOUSE ON BALLAST POINT, SAN DIEGO

Site of the old Spanish fort; Point Loma in the background

W. Halleck wrote, referring to a military reconnaissance ordered by General Kearny in 1847:

“The most southern point in Upper California here recommended for occupation by permanent works of defense, is the entrance to the Bay of San Diego. On the north side of this entrance, which is probably the most favorable position for works of military defense, are the remains of old Fort Guijarros, built by the Spaniards some seventy years ago. This fort, though never of much value in itself, was occupied nearly up to the

time the United States took possession of the country, and all the ground in the vicinity is still regarded as public property."

The military reservation was made by executive order dated February 26, 1852. The land included was practically all ungranted by the San Diego city trustees. In the patent which was issued to the city for its pueblo lands, this reservation was excluded, which left the title vested in the United States under the treaty of Guadalupe Hidalgo. This fact was not clearly understood in early days, even by some government officials. As



OLD GOVERNMENT BARRACKS

late as 1867, the chief of the government board of engineers for the Pacific Coast applied to the trustees of the city of San Diego for a grant of land as a military reservation on Point Loma. Nothing came of this, but it shows the lack of information regarding the source of the government's title to its military reservation on Point Loma.

The reservation includes all the outer end of the Point Loma peninsula, to a line running east and west through the center of La Playa. It forms a strip of land about two miles wide at the widest and about three miles long. Possession was taken February 28, 1870. The works were begun on Ballast Point in

May, 1873, and have been carried on since. Work on the present fortifications began June 21, 1897. The barracks, officers' quarters, depots, etc., are built along the military roadway leading southerly on the eastern side of the peninsula. The situation is a healthful and romantic one, and the fortifications are capable of being made very strong. The defensive works are known as Fort Rosecrans. They were first garrisoned by 20 men of Battery D, 3rd U. S. Artillery, under Lieutenant G. T. Patterson, February 20, 1898. The present garrison consists of 8 officers and 194 men, Major Charles G. Woodward, U. S. A., commanding. It is a two company post. It is thought worthy of record that the first child born at Fort Rosecrans was the daughter of Lieutenant and Mrs. Deangly, of the 28th Company, Coast Artillery, born February 11, 1906. The army officers and their families have, from the days of the military occupation, formed an important part of the social life of San Diego. There are also a number of retired army officers who make it their home.

In order to guard the harbor against the action of certain conflicting currents caused by the Zuñinga Shoal, the government in 1894 commenced the construction of a jetty extending from a point on North Island, opposite Ballast Point, straight south into the ocean a distance of 7,500 feet. This jetty was several years under construction, and is a notable piece of engineering. It is constructed of willow mattresses, sunk between piles and weighted down with rock. Before commencing the work, 18.05 acres of land on the island were acquired by condemnation, and later 38.56 acres more were purchased. The cost of the jetty was about \$500,000. The fort at this place is called Fort Pio Pico.

An automatic tide gauge was set up at La Playa by Lieutenant W. P. Trowbridge, assistant in the Coast Survey, in September, 1853. There had been one tidal observer before him. Lieutenant Derby writes of "an odd-looking little building on stilts out in the water, where a savant named Sabot, in the employ of the U. S. Engineers, makes mysterious observations on the tide." It was continued until September 1, 1872, under the care of Andrew Cassidy, W. Knapp and H. E. Urlandt in succession. Cassidy served seventeen years. A new gauge was established at the Quarantine Station in January, 1906, by Assistant B. A. Baird. The present observer is John A. Watkins.

The old lighthouse on Point Loma is a somewhat noted landmark. There was long a tradition that it was the highest lighthouse in the world, but this is an error. Its elevation is 492 feet, and there are others much higher, some having more than twice its elevation. Work upon it was begun in 1851, when the members of the Coast Survey selected the site. The lantern was first lighted on November 15, 1855. Experience showed that occa-

sional fogs obscured the light, and in the 70's a new lighthouse was constructed at the southerly extremity of Point Loma, and early in the 80's another one on the extremity of Ballast Point at the entrance to the harbor. Both these lights are at the water's edge and free from the objections to the old situation. There is also a fog bell on Ballast Point, which it is necessary to use but little. The channel was not buoyed until October, 1875, when piles were driven and beacons placed upon them.

The first lighthouse keeper was named Keating. Joseph Reiner served for a time in the 50's. From 1865 to 1868 the keeper was Wm. C. Price. John D. Jenkins served in 1869, and after him Enos A. Wall was in charge for a short time. Robert D. Israel became keeper June 14, 1871, and served until January 6, 1892—almost twenty-one years. He was succeeded by George P. Brennan. The present keeper of the Point Loma lighthouse is Richard Weis; of the lighthouse on Ballast Point, David Splaine.

The Quarantine Station at La Playa was established in 1888, and work upon the buildings was begun in 1891. The Marine Hospital in connection with it occupies nearly the site of the old hide houses. These buildings are to be turned over to the navy department and the site used as a coaling station, the quarantine station and hospital being removed elsewhere.

The United States Weather Bureau, at first called the "Storm Signal Office," was established at San Diego late in October, 1871, by Sergeant J. B. Wells, and the reports began a few days later. The station has recently been raised to the rank of a forecast station.

OFFICIALS OF THE WEATHER BUREAU.

Oct. 27, 1871 to Aug. 17, 1876,	J. B. Wells.
Aug. 17, 1876 to June 29, 1877,	C. E. Howgate.
July 9, 1877 to April 4, 1879,	M. M. Sickler. Resigned.
April 4, 1879 to June 26, 1879,	W. U. Simons.
June 26, 1879 to Nov. 8, 1879,	M. L. Hearne.
Nov. 8, 1879 to Dec. 5, 1880,	W. H. Clenderson.
Dec. 5, 1880 to Nov. 17, 1881,	William Story.
Nov. 17, 1881 to Aug. 19, 1883,	Asa C. Dobbins. Died in office.
Aug. 29, 1883 to July 28, 1884,	F. R. Day.
July 28, 1884 to Aug. 29, 1886,	J. C. Sprigg, jr.
Aug. 29, 1886 to March 9, 1896,	M. L. Hearne. Died in office.
March 30, 1896 to present,	Ford A. Carpenter.
Present Assistants: Clark Simpson and Dean Blake.	

Under the treaty of Guadalupe Hidalgo, February 2, 1848, San Diego became a customs port of the United States. The port of entry was abolished by the Act of June 2, 1862, and re-established by Act of March 3, 1873. The first collector under the American military administration was Miguel de Pedronena, appointed in July, 1847. The first collector under the civil

administration was Wm. C. Ferrell, who served from April 3, 1849, to 1853. From 1853 to 1857 the collector was O. S. Witherby. March 23, 1857, General José M. Covarrubias, of Santa Barbara, was appointed, and served two years, when he was removed. Covarrubias' successor was Henry Hancock, who served till January 10, 1860. Joshua Sloane followed with a term extending from April 8 to July 27, 1861. Some of the stories told about his administration have been related. Captain Mathew Sherman served from December, 1868, to the following May, when David B. Hoffman was appointed. He was succeeded by G. W. B. McDonald in July, 1872, and McDonald by W. J. McCormick on March 26, 1873.

In the following fall, the collector's office was robbed and McCormick was found bound and gagged and claimed it was the work of the robbers. He was accused of having taken the funds himself and of trying to conceal his guilt by a pretended robbery. The trial excited great interest and some bitterness; McCormick was acquitted, but removed from office.

Wm. W. Bowers was appointed on September 25, 1874, and served until July 29, 1882. George A. Johnson was then appointed, and served to August 7, 1886, when Thomas J. Arnold became collector. His successor was John R. Berry, appointed February 6, 1890, during whose administration the *Itata* case occurred. He was followed by John C. Fisher, on February 16, 1894, and Wm. W. Bowers was again made collector on March 15, 1898. He served until February 6, 1906, when Frank W. Barnes was appointed, and the latter is the present incumbent.

There is no official record of clearances of vessels and custom house receipts at the port of San Diego, prior to the year 1875. In the following table the figures prior to that year have been gathered from newspapers, and those later are furnished by the Treasury Department:

Statement showing entrances and clearances of vessels and aggregate receipts from customs at the Port of San Diego.

Year	VESSELS ENTERED			VESSELS CLEARED			Receipts
	Foreign	Coastwise	Total	Foreign	Coastwise	Total	
1878	13	72	85	13	63	76	12,660.97
1879	13	148	161	20	32	52	18,038.26
1880	16	104	120	13	39	52	26,819.33
1881	54	103	157	52	24	76	35,963.56
1882	89	110	199	65	45	110	357,413.50
1883	59	81	140	38	37	75	91,142.69
1884	30	75	105	33	4	37	12,664.28
1885	31	74	105	25	2	27	2,809.99
1886	28	83	111	21	8	29	10,719.00
1887	115	138	253	109	22	131	29,847.19
1888	284	159	443	233	92	325	311,937.59
1889	225	90	315	181	58	239	122,127.64
1890	190	94	284	151	40	191	74,460.35
1891	214	104	318	182	34	216	83,964.50
1892	200	101	301	152	60	212	82,817.16
1893	183	111	294	141	49	190	93,394.26
1894	151	94	245	132	25	157	95,027.24
1895	169	90	259	144	29	173	57,507.26
1896	188	94	282	172	20	192	59,360.31
1897	169	90	259	154	9	163	38,508.26
1898	172	96	268	146	5	151	46,410.99
1899	156	92	248	146	26	178	71,522.35
1900	168	102	270	137	31	168	131,901.27
1901	136	111	247	115	33	148	140,710.84
1902	131	96	227	105	17	122	128,183.03
1903	132	107	239	113	12	125	73,967.89
1904	108	107	215	105	7	122	75,114.41
1905	100	114	214	99	13	112	53,463.39
1906	100	112	212	88	25	113	104,380.69

The first postmaster at Old San Diego was Richard Rust, in 1850. The following year Henry J. Coutts served. In 1853 George Lyons was postmaster; in 1856, Richard Rust; and the next year Lyons again. In 1858 W. B. Coutts was appointed and the next year Joshua Sloane. D. A. Hollister served in 1865-6-7; then Thomas H. Bush was appointed. After Bush, Louis Rose served about ten years, resigning in June, 1883. The present postmaster at "North San Diego" is Paul Connors.

The postoffice at South San Diego was established April 8, 1869. The first postmaster was Dr. Jacob Allen. He kept a drug store and the postoffice was kept in this store. A few years later he removed to Riverside and spent his last days in that city.

On December 23, 1869, Freeman Gates was appointed to succeed Dr. Allen. He made Columbus Dunham deputy postmaster, and Dunham did all the work of the office. At this time, the postoffice was removed to Dunham's building, on Fifth Street between F and G. In the following May South San Diego was made a money order office. Mr. Dunham succeeded Gates as postmaster on April 28, 1870, and served until his death, March 18, 1876. His salary as postmaster was \$150 per annum. The name of the office was changed to San Diego, April 14, 1871. The subsequent incumbents have been: Daniel Choate, from March 27, 1876; Henry H. Burton, appointed February 25, 1881; George D. Copeland, from May 23, 1881; Gustav W. Jorres, October 12, 1885; Allen D. Norman, November 10, 1887; Howard M. Kutchin, January 27, 1890; Richard V. Dodge, February 16, 1894; Moses A. Luce, February 11, 1898; and John N. Newkirk, appointed February 28, 1902, and recently reappointed.

One of the most interesting relics of governmental activities now at San Diego is the old boat *Pinta*. She was built at Chester, Pennsylvania, in 1864, and when new was the fastest boat in the navy. Later, she served as a fourth-class gunboat. Her last regular service was at the Alaska station. She was condemned at San Francisco about the year 1896 and sent to San Diego, where she barely arrived under her own steam. At the time of the *Virginius* affair, in the fall of 1873, she was off the Cuban coast and played an important part in conveying the news to the United States. At present her only usefulness is as headquarters for the naval battalion.

CHAPTER IV

THE SUBURBS OF SAN DIEGO

See how the villa lifts its face of light
Against the pallid olives. Look down this vista's shade
Of dark square shaven slopes, where spurts
The fountain's thin white thread and blows away!
Here will we sit and let the sleeping noon
Doze on and dream into the afternoon,
While all the mountains shake in opal light,
Forever shifting, till the sun's last glance
Transfigures with its splendor all our world.
There, Table Mountain on the horizon piles
Its lofty crown, and gazes on the sea;
There swarthy Loma crouches in repose,
And Sierra Madre rears its purple ridge
And wears its ermine late into the spring,
When all beneath is one vast bush of flowers.

Dear Coronado! Nothing is like her:
Others may please me—her alone I love.
She is no place as other places are,
But like a mother and a mistress too—
The soul of places, unto whom I give
How gladly all my heart, and with it more,
That I might give more.

—*W. W. Story.*

Much of the prosperity of San Diego, during the great boom and after, was due to the developments on the Coronado Peninsula. The original name for the strip of land lying between San Diego Bay and the ocean was the Island or Peninsula of San Diego. This was changed, early in 1886, by the Coronado Beach Company, to the euphonious and now famous one of Coronado, meaning crown. There were different claimants for this tract in early days, but it was granted to Archibald C. Peachy and William H. Aspinwall, who derived title from Pedro C. Carrillo, on June 11, 1869, and then described as containing 4,185.46 acres.

A syndicate, consisting of Elisha S. Babcock and Jacob Gruendike of San Diego, Joseph Collett of Terre Haute, Indiana, and Hampton L. Story of Chicago, bought the peninsula in December, 1885, obtaining the entire property from the head of the bay to the mouth of the harbor, and including North Island. Later, General H. W. Halleck and Frederick Billings became interested. The moving spirit in the undertaking was E. S. Bab-

cock, Junior. He was from Evansville, Indiana, and came to San Diego in 1884 in search of health. The price paid for the property was \$110,000. Articles of incorporation of the Coronado Beach Company were filed in April, 1886, the capitalization of \$1,000,000 being divided into 10,000 shares of \$100 each. This was the parent company, which controlled at the beginning, as it does today, various subsidiary corporations, such as railroad and ferry companies.

Writing in May, 1886, to the *Los Angeles Times*, H. G. Otis says:

The entire peninsula has been surveyed, and the central and larger portion, situated directly opposite the town of San Diego, and elevated some forty feet above the sea level, has been beautifully platted and largely planted to choice trees, shrubbery, etc. The soil I found exceptionally good—a light, sandy loam, warm and easily worked. A nursery of a hundred thousand plants has been established, and many of the embryo streets and avenues bear arboreal names, such as Palm, Date, etc. A street railroad, to run across the peninsula from shore to shore, is under way and will be completed shortly. One of the cars is already on the ground. A telephone line, twenty-five miles long, running almost the entire length of the peninsula connecting with the mainland on the east, and passing through National City, affords speaking communication with the city. Several subordinate companies, acting under the main company, have been organized to push the enterprise along. There are two ferry companies, a street railroad company, a hotel company, a bathhouse company, etc. A large steam ferryboat is building at San Francisco for use between the mainland and the peninsula. The hotel, it is promised, will be a grand structure, ahead of anything on the coast, and costing as much as \$300,000. (!) The projectors say that they will put a million dollars, all told, into the main enterprise, if so much be necessary to its perfect development; and I am assured by confident San Diegans that they have "the stuff" to make the promise good.

I should say, looking at the spot—uninviting as it is in a state of nature—that it would require even that large sum to make the peninsula blossom as the rose and bloom with the presence of a large seaside populace. But money, work, skill, and taste will do wonders; and these, coupled with the energy and persistence of the intrepid projectors, will yet make a notable place here. The plan is to sell residence lots in the tract, and so gather about the hotel and on the beaches a considerable permanent population. A few buildings have already been erected. In every deed a stipulation is inserted that no spirituous liquors shall ever be sold or drunk on the premises. People who want to get drunk must do so at the hotel, which reserves a monopoly of the beer business. The prohibition is, I learn, causing a good many "kicks," but the owners stand firm, maintaining that it would be the ruin of the spot to allow it to be covered with saloons. They say that they have refused numerous urgent applications for the purchase of lots for saloon purposes. They have planted themselves solid on

the rock of Prohibition—with a loophole in the hotel to get into. They believe in temperance, but are not bigoted about it.

While waiting for the new ferry boat to come, the *Benicia* was leased and put on. The new ferry boat, the *Coronado*, arrived in August and made her first trip on the 19th of that month. There are now two boats in this service, the *Ramona* and the *Coronado*, and a regular service is maintained. Ferry slips were constructed at the foot of Atlantic Street in San Diego, and to connect with the street car terminus on the Coronado side. The water is carried beneath the waters of the bay in submerged pipes; this system was completed and the water turned on October 22, 1886. The total length of the submerged pipe is 3,300 feet.



CORONADO TENT CITY

In July, 1886, W. H. Holabird arrived and took charge of the company's land sales department, giving his attention to advertising and preparing for an auction sale of lots at the new town-site. The first auction sale was held on November 13th, and proved a great success. Three hundred lots were sold at an aggregate price of over \$110,000, and the private sales continued briskly for some time thereafter, often amounting to \$25,000 a day, and on one day to \$150,000. The grand total of these sales amounted to between \$2,200,000 and \$2,300,000. In January, 1887, there were thirty dwellings completed and in course of construction in Coronado, and the sales of lots averaged \$10,000 per day. One excursion brought ten carloads of visitors from Los Angeles and the East.

In March, the foundations of the great hotel were laid. On December 7, 1887, a special train brought the first installment of hotel help. It consisted of two baggage cars, six sleepers, and a Pullman, and there were 324 people in the party. The hotel was formally opened on February 14, 1888, and has ever since been maintained as a winter resort.

In July, 1887, John D. Spreckels acquired the interest of W. W. Story in the Coronado Beach Company, and later he acquired Mr. Babcock's interest also, and became the sole owner.

The town of Coronado is a pleasant across-the-bay residence district. It suffered somewhat longer than San Diego from the depression following the collapse of the boom, but is enjoying a healthful growth. "Tent City" is one of its most attractive features. On the narrow peninsula east of the hotel, several hundred tents and palmleaf-covered cottages are erected early each summer, where a large number of people go to spend a few weeks beside the ocean. Here there is boating, bathing, fishing, and all the pleasures of camp life, combined with most of the conveniences of life in the city. It is one of the coast's most popular resorts, especially with those who seek to escape the summer heat of the warm interiors.

Included within the limits of the city's great tract of pueblo lands are a few thriving and ambitious little towns. La Playa has been frequently mentioned in the earlier pages of this work. It is well situated on the northern shore of the bay and on the easterly slope of Point Loma. Deep water comes close to the shore and there is a secure and convenient anchorage. At the present time, the inhabitants of La Playa are chiefly fishermen, of various nationalities.

Roseville lies a short distance north of La Playa and in a similar situation. But the back-lying hills are not so steep or so near as farther south; and there is quite a little fertile land, making attractive sites for homes. Louis Rose, the founder of this town, made a considerable investment in lands bought partly from the city of San Diego and partly from private individuals, at an early day. In 1870 he built a wharf, which did good service, but the attractions were not sufficient to overcome those of Horton's new town and draw the population away. At present the population is small, but the place is attracting attention because of its many advantages of soil, view, cheap land, and proximity to the bay and ocean. An electric street car line is promised for an early day and a small ferry boat now plies between San Diego and Roseville.

The incorporated town of Morena lies north of Old Town, on the eastern shore of False Bay. It was laid out in 1887 by James McCoy, A. H. McHatton, D. Cave, O. S. Hubbell, Charles D. Blaney, and O. J. Stough. Mr. Stough is now the owner of the

tract. It includes about 1,000 acres of land of different character, the greater portion of which slopes gently toward False Bay and affords attractive sites for suburban homes.

Pacific Beach is situated eight miles north of San Diego, on the northern shore of False Bay, near the ocean. The settlement was founded in the summer of 1887, and was intended to be an educational center. At an auction sale of lots in December of that year, over \$200,000 worth of property was sold. A number of substantial buildings were erected and opened as the San



AUTOMOBILE TRACK AT LAKESIDE

Diego College of Letters. The educational work was inaugurated in September, 1888, with Dr. Samuel Sprecher as president, and a full corps of instructors. Harr Wagner was vice-president and manager in 1888, 1889, and 1890. O. J. Stough was one of the most active supporters of the enterprise and provided a large share of the means for establishing and carrying it on. The hard times following the boom bore heavily upon the young college and the work finally had to be abandoned. The principal building has been converted into a hotel, called the Hotel Balboa. The settlement is reached by steam motor cars and will

soon have two electric lines. Some of the most attractive homes near San Diego are at this place. The town itself is growing steadily and its advantages as a place of suburban residence are certain to be more and more appreciated.

La Jolla is a unique settlement and one almost as well known to the travelling public as Coronado or San Diego itself. It lies on the ocean, fourteen miles north of San Diego. The shore line of the ocean curves sharply inward at this spot, so that the town



C. D. ROLFE

One of the builders of La Jolla whose faith in the future of the seaside community is expressed in large ownership of property

faces the north. It is flanked on the west by the Pacific, and overlooked on the east and south by high hills. The town lies chiefly on a plateau at a considerable elevation above the beach, but campers and summer residents live in tents and cottages on the lower slopes and on the beach. One of the chief attractions is the very remarkable cliff formations of the shore. These cliffs rise in jagged masses to a height of a hundred feet or more. At the base, they are hollowed into caves and recesses by the action of the waves. To see the breakers sweeping in and dashing upon



A VIEW OF LA JOLLA

these stone bastions is a sight never to be forgotten. The most noted cavern is "the White Lady," which furnishes the setting for Mrs. Thorpe's sketch, *The White Lady of La Jolla*. In places at the foot of these cliffs there are strips of sand accessible by zigzag paths from above, and there are safe bathing places adjacent to these.

It is claimed by the residents that the climate of La Jolla is warmer in winter and cooler in summer than at Coronado even. The land was purchased from the city many years ago and the title finally came down to F. T. Botsford, who laid it out as a townsite in 1887. He was soon afterward joined by G. W. Heald, and then by Charles Dearborn, each purchasing a one-fourth interest. At an auction sale held early in May, 1887, they disposed of lots to the total amount of \$56,000, and within a year thereafter sold \$96,000 worth more. Mr. Dearborn still lives in La Jolla; he says he went there to stay three months, and ended by staying nineteen years.

Until about two years ago, the resident population of La Jolla was small, but the houses were always occupied during the season. Of late, permanent residents have been building the place up rapidly, until now it has a permanent population of about 500. There are three churches, one of which has its own building and the others soon will have; a good school, several stores, a library, restaurants, bath houses, and many other improvements.

The atmosphere of La Jolla is distinctly artistic and literary. Here live Rose Hartwick Thorpe, author of *Curfew Must Not Ring Tonight*, and other well known works; Anna Held, now wife of Max Heinrich, owner of the *Green Dragon*; and other celebrities. The place is beloved by artists, who draw and paint the many-colored cliffs with the ocean and brown hills keeping sleepless guard; by invalids, who find the sea breezes, equable temperatures, and safe sea-bathing invigorating; and by lovers of quiet, who find its peace satisfying. It has attractions for the naturalist, also, in the rare and beautiful alga and other marine growths found in the waters at the foot of the cliffs.

The biological station recently established by the University of California at La Jolla is already doing good work, and its first year (1905) was productive of important results. A new building was erected, with funds given by the citizens of La Jolla and San Diego. There are research rooms, a museum, library, etc. The boat *Loma* was donated by E. W. Scripps, with funds for her refitting, and the beginnings of a technical library secured. Considerable dredging was done, special studies carried on by the staff and by visitors, and a series of lectures by specialists given.

Although outside the city limits of San Diego, National City has peculiar claims upon the interest and affections of its people. In early Spanish days the National Rancho was considered part of the pueblo lands and was used in common by the inhabitants. The Kimball brothers purchased it in 1868 and soon made some of the most important early developments. They laid out the town of National City, built a wharf, and soon had a considerable population. The site of the town is a beautiful one. It lies on smooth but elevated land, on the bay shore south of San Diego, extending from the city limits south to the Sweetwater River. Its avenues are lined with trees, and these, with the numerous groves and orchards, make the place shady and attractive. In size the town is the second in the county.

The Land and Town Company have their offices here, also their packing houses from which citrus and other fruits are shipped in large quantities. The California Citrus Products Company began the manufacture of citric acid, oil of lemon, and a drink called "Melade" in 1898. This industry has grown until it now consumes ten tons of lemons daily. There is also an olive oil factory which turns out a superior brand of oil. The town has good schools, a public library, a bank, and five churches. Some of the surrounding country is highly developed and contains orchards and country homes which cannot be surpassed on the Pacific Coast. The people of National City are in a happy frame of mind at present. Real estate values are rising, and with their many advantages of situation, rich back country and deep water frontage, their confidence seems to be abundantly justified.

Besides giving the harbor of San Diego its peculiarly sheltered and land-locked situation, Point Loma is a spot of great interest, in itself. The old "official description" of the Point runs as follows:

This is the southern part of the western boundary of San Diego Bay and the termination of a remarkable spur of coarse, crumbling sandstone, which rises south of Puerto Falso, or False Bay, and west of the [old] town of San Diego, to the height of three hundred feet, and after stretching south for about five and one-half miles, gradually increasing in height to four hundred and fifty-seven feet, terminates very abruptly. It is covered with coarse grass, cacti, wild sage, and low bushes.

On its historical side, the Point is the site of the old town of La Playa, the outport of Old San Diego, with its traditions of Dana and the hide houses; of the government military reservation and Fort Rosecrans; of the quarantine station, marine hospital, lighthouses old and new, and the projected coaling station; and of the Mormon search for coal in the 50's. It also contains the town of Ocean Beach, where many years ago the

Indians foregathered to dry fish and clams and where in later years was a favorite picnic ground for the inhabitants of Horton's Addition; and of Roseville, now looking forward hopefully to becoming a prosperous and populous suburb of the city of San Diego. A number of farmers, dairymen, and horticulturalists till its soil, which is fertile and only requires irrigation and cultivation to produce abundantly.

But the chief interest now attaching to Point Loma, for the inhabitants of San Diego no less than for visitors, is the location there of "The Universal Brotherhood and Theosophical Society," whose buildings form a very striking feature of the landscape. Sailing down the coast, the traveler discerns first the bold promontory of Point Loma, reaching like a long finger into the sea. Something upon the heights, which at first resembles a white mist, slowly takes on form and color, and, at last, stands forth in tangible shape as a group of buildings, unique and picturesque, flashing the sunshine from glass-covered domes and minarets. There is a harmonious blending of architectural lines, partly Moorish, partly Egyptian, with something belonging to neither. Looking upon the heights from the other side—from the hills of San Diego or the peninsula of Coronado—this quaint landmark looms quite as conspicuously upon the horizon, as from the sea; and, throughout the night, the lamps hung in the highest turrets gleam out over land and sea, making a luminous spot in the darkness, which is visible for miles.

The cornerstone for the first of these buildings, the "School for the Revival of the Lost Mysteries of Antiquity," was laid by Katherine Tingley on February 23, 1897. The stone itself was brought from Killarney, in Ireland. The site of the Homestead, consisting of several hundred acres, had been selected and purchased by Mrs. Tingley in the preceding year. It was not until February 13, 1898, however, that Mrs. Tingley took up her permanent residence at the Homestead and began to concentrate the activities of the World's Center of Theosophy. The Universal Brotherhood and Theosophical Society's offices, the Theosophical Publishing Company, the International Brotherhood League, the Aryan Theosophical Society of New York, and the Woman's Exchange and Mart, were soon installed in their new home. The grounds were rapidly improved and buildings erected, the largest two being the Loma Homestead and the Aryan Memorial Temple. At a division of the Homestead called "Estero" are the buildings of the School for the Revival of the Lost Mysteries of Antiquity. The cornerstone of the Isis Temple of Art, Music and Drama was laid on April 29, 1900, and the dedication of the International Lotus Home and establishment of the Raja Yoga School occurred on the following first of May. In February, 1901, public presentations of classical



KATHERINE TINGLEY

Official head of the Theosophical Society and Universal Brotherhood, under whose guidance the institutions of Point Loma have been developed with remarkable success. Mrs. Tingley vindicated the character of her work by defeating the *Los Angeles Times* in a notable libel suit, and by overcoming powerful opposition in securing the admission of Cuban children to the Raja Yoga schools. Her work is of world-wide scope, with Point Loma as its official center

plays in the city of San Diego was begun and the daily lectures in the Aryan Memorial Temple at the Homestead were opened to the public. The building of the amphitheater for the performance of classical plays and also for athletic contests along

the lines of the original Olympian games, was completed in November of that year. In March, 1902, Mrs. Tingley became the owner of Fisher's Opera House, the principal theater in San Diego, the name of which was changed to the Isis. This theater is used for public meetings and dramatic performance and the building is utilized for the San Diego branches of the Homestead work, particularly for the *Aryan Press*, the Raja Yoga School and the Isis Conservatory of Music.

The official name of the Homestead is "Adyar." It is an educational center. The methods are unique, being based upon the development from within of the pupil's own powers, rather than upon cramming from books. A large number of Cuban children and other waifs have found a home here; but, on the other hand, many people of wealth and refinement make it their home because of the superior educational advantages offered. The children of the rich and poor mingle in perfect equality and learn no class distinctions. The community's housekeeping is carried on co-operatively and the principles of brotherhood are exemplified in every department of the life and work.

Katherine Tingley, the "Leader and Official Head," is the sincere and able woman who has created and is developing this institution. In San Diego there are many Theosophists, and the activities of the Homestead are regarded with kindly and sympathetic interest by the mass of the population.

Political Roster, City of San Diego

MAYOR

1850	Joshua H. Bean	1897-8	D. C. Reed
1851	David B. Kurtz	1899-00	Edwin M. Capps
1852	G. P. Tebbetts	1901-4	Frank P. Frary
1852-89	Board of Trustees	1905	John L. Sehon
1889-91	Douglas Gunn	1907-	John F. Forward
1891-6	W. H. Carlson		

COUNCIL

1850	Atkins S. Wright		Melvin Stone
	Chas. Haraszthy		C. W. Pauly
	Wm. Leamy		J. H. Marshall
	Chas. P. Noell res.		A. H. Julian
	Philip Crosthwaite		G. G. Bradt
	Chas. R. Johnson res.		J. P. Davis
	Geo. F. Hooper		W. R. Day
1851	David B. Kurtz		G. M. Wetherbee
	John Brown		Paul H. Ridiger
	Geo. P. Tebbetts		D. H. Hewett
	A. Blackburn		C. E. Heath
	Enos A. Wall res.		A. B. Seybolt
	J. J. Ames		J. W. Thompson
	J. Jordan, election contested		Geo. P. Low
	Thos. Wrightington res.		R. G. Hulbert
	John Dillon		G. F. Carman
1852	Geo. P. Tebbetts		William Carper
	R. E. Raimond	1891-2	Aldermen—
	Wm. Leamy		H. T. Christian
	Chas. C. Johnson		Simon Levi
	Chas. Fletcher		C. C. Brandt
	W. P. Toler		H. A. Perry
1852	Board of Trustees, 1887		W. A. Begole
1888	W. J. Hunsaker, pres.		H. P. Whitney
	C. C. Valle		A. G. Gassen
	A. M. Thornburg		A. E. Nutt
	G. W. Waters		S. J. Sill
	Frank Clark		Delegates—
	W. H. Pringle		E. C. Thorpe
	Geo. W. Marston		Geo. H. Crippen
	Simon Levi		Chas. W. Pauly
	J. A. McRae		T. W. Burns
	H. P. Whitney		A. N. Miller
	G. C. Arnold		Fred Baker
	F. H. Burkhardt		W. J. Prout
	N. D. Hamilton		Paul A. Rediger
1889-90	Aldermen—		M. M. Conn
	C. F. Francisco		B. F. Wertzman
	Simon Levi		J. F. Escher
	T. C. Fisher		Jacob Price
	H. A. Perry		Stephen Doud
	W. A. Begole		H. H. Williams
	H. F. Norcross		W. W. Wetzell
	D. Cave	1893-4	Aldermen—
	A. G. Gassen		Joseph S. Bachman
	Delegates—		A. Blochman
	W. T. Lyons		Simon Levi

COUNCIL—*Cont.*

	W. J. Prout	H. M. Landis
	Geo. H. Spears	M. J. Perrin
	Delegates—	A. P. Johnson, Jr.
	S. F. Barker	T. M. Williamson
	Geo. M. Havice	J. H. Cassidy
	Chas. W. Pauly	F. A. James
	H. Tweeney	
	H. E. Doolittle	1899-90 Aldermen—
	C. C. Hakes	S. W. Hackett
	Fred Baker	C. C. Hakes
	S. H. Olmstead	D. F. Jones
	Wm. H. Kroah	Geo. B. Watson
	Fred H. Robinson	J. P. M. Rainbow
	C. H. Brown	Homer C. Taber
	Danville F. Jones	Delegates—
	H. L. Barrows	F. W. Barnes
	Thos. H. Dunkin	W. L. Trevert
	Geo. H. Rotner	F. P. Frary
	W. T. Davis	W. W. Whitson
1895-6	Aldermen—	H. C. Gordon
	Amos Beard	A. A. Thorp
	A. E. Dodson	E. G. Bradbury
	Henry Sweeney	E. H. Wright
	Geo. B. Watson	J. W. Lambert
	Delegates—	Geo. McNeil
	J. A. Altamarino, Jr.	Ed Gutwillig
	S. F. Barker	C. C. Craig
	N. V. Paddock	E. E. Denton
	Chas. W. Pauly	G. A. J. Urban
	C. C. Hakes	M. Williamson
	John F. Warner	Henry Woolman
	Fred Baker	Otto Sippell
	S. H. Olmstead	
	John Campbell	1901-2 Aldermen—
	T. L. Paulsen	J. P. M. Rainbow
	D. F. Jones	S. G. Ingle
	M. J. Perrin	H. M. Landis
	Thos. H. Dunkin	F. C. Hyers
	H. Welisch	Geo. M. Hawley
	E. S. Burgert	M. J. Perrin
	F. A. James	Delegates—
1897-8	Aldermen—	Geo. Butler
	L. A. Blochman	E. C. Thorp
	S. G. Ingle	M. W. Jenks
	Simon Levi	Geo. B. Chapman
	A. E. Nutt	Jas. S. Clark
	C. W. Pauly	R. P. Guinan
	Delegates—	R. J. Blair
	F. W. Barnes	E. C. Bradbury
	E. H. Wright	Geo. McNeil
	Walter H. Morgan	John W. Lambert
	Geo. F. Ruble	W. H. C. Ecker
	Hi W. Alden	Ed Gutwillig
	A. A. Thorp	Barker Burnell
	A. Morgan	A. H. Kayser
	S. H. Olmstead	Frank H. Briggs
	W. H. Doddridge	Henry Busch
	John W. Lambert	Henry Woolman
		W. W. Lewis

CITY ROSTER

721

COUNCIL—*Cont.*

1903-4	Aldermen— S. T. Johnson M. J. Perrin D. F. Jones J. M. Steade Geo. H. Crippen Chas. Kelly Delegates— John L. Schon Jos. F. Richert Geo. B. Chapman Jas. S. Clark R. P. Guinan E. H. Wright Jas. Simpson Geo. McNeil John W. Lambert W. H. C. Ecker L. A. Creelman E. W. Peterson J. T. Butler F. H. Briggs		J. M. Williamson Frank C. Butler W. W. Lewis 1905 Common Council— E. C. Thorpe J. B. Osborn L. A. Blochman Chas. Kelly Geo. McNeil L. A. Creelman Jay N. Reynolds A. P. Johnson, Jr. F. J. Goldkamp 1907- Charles Kelly Geo. F. Mahler Percy E. Woods A. E. Dodson Geo. McNeil L. A. Creelman F. J. Goldkamp J. E. Connell W. H. Palmer
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CLERK OF COUNCIL

1850	Dr. John Conger		Dr. J. F. Painter
1851	A. J. Matsell, res.	1852	Dr. J. F. Painter

CITY ATTORNEY

1850-1	Thos. W. Sutherland	1891-4	Wm. H. Fuller
1852	James W. Robinson	1895-04	H. E. Doolittle
1888	H. L. Titus	1905-6	W. B. Andrews
1889-90	James P. Goodwin	1907-	George Puterbaugh

CITY ASSESSOR

1850	J. A. Estudillo, refused office	1880-5	M. D. Hamilton
	Richard Rust	1886	H. T. Christian
1851	D. L. Gardiner res.	1887	J. M. Asher
	John Soloman	1888	L. D. Burbeck
1852	A. J. Marks	1889	G. W. Jorres res.
1872-5	Mark P. Shaffer	1890-2	Gilbert Rennie
1876-7	D. Burroughs	1893-04	Nat R. Titus
1878	Henry M. Bentzel	1905-6	B. J. Edmonds
1879	Henry M. Bentzel died	1907-	Daniel Potter
	H. T. Christian		

TREASURER

1850	J. A. Estudillo	1889-91	R. V. Dodge
1851	J. W. Robinson	1892-8	T. J. Dowell
1852	J. A. Estudillo	1899-04	R. V. Dodge
1872-4	Charles Hubbell	1905	C. L. Williams res.
1875-6	Philip Morse	1906-7	Claude Williams
1877-88	S. Statler		

Political Roster, San Diego County

STATE SENATORS.

1849-50	E. Kirby Chamberlain	1871-4	James McCoy
1851-2	Jonathan J. Warner	1875-81	John W. Satterwhite
1853	D. B. Kurtz	1883-4	John Wolfskill
1854-5	J. P. McFarland	1885-6	A. P. Johnson
1856-7	B. D. Wilson	1887-9	W. W. Bowers
1858-9	Cameron E. Thom	1891-3	H. M. Streeter
1860-1	Andres Pico	1895-7	D. L. Withington
1862-3	J. C. Bogart	1899-01	A. E. Nutt
1863-6	M. C. Tuttle	1903-5	Martin L. Ward
1867-70	W. A. Conn	1907-	L. A. Wright

ASSEMBLYMEN.

1849-50	Oliver S. Witherby	1877-8	F. N. Pauly
1851	John Cook	1880	C. C. Watson
1852	Agostin Haraszthy	1881	E. W. Hendrick
1853	Frizby W. Tilghman	1883-4	Edwin Parker
1854	Charles P. Noell	1885-6	T. J. Swayne
1855	Wm. C. Ferrell	1887-92	Nestor A. Young
1856-7	J. J. Kendrick	1893-4	W. H. Carlson, 79th
1858	Robert W. Groom		Wm. M. Casterline, 80th
1859	A. S. Ensworth	1895-8	W. R. Guy, 79th
1860	Robert W. Groom	1895-6	Alfred Kean, 80th
1861	D. B. Kurtz	1897-8	James L. Dryden, 80th
1862	D. B. Hoffman	1899-00	Lewis R. Works, 79th
1863-4	J. J. Kendrick		A. S. Crowder, 80th
1865-6	George A. Johnson	1901-6	Frank W. Barnes, 79th
1867-8	Benjamin Hayes	1901-2	Chas. R. Stewart, 80th
1869-70	Wm. N. Robinson	1903-4	John G. Burgess, 80th
1871-2	George M. Dannals	1905-6	Percy A. Johnson, 80th
1873-4	W. W. Bowers	1907-	W. F. Ludington, 79th
1875-6	James M. Pierce		Percy Johnson, 80th

DISTRICT JUDGE.

1851	Oliver S. Witherby	1871	Murray Morrison died
1859-63	Benjamin Hayes		H. C. Rolfe
1864-7	Pablo de la Guerra	1872	H. C. Rolfe
1868-70	Murray Morrison	1873-9	W. T. McNealy

SUPERIOR JUDGE.

1880-5	W. T. McNealy	1889-96	Geo. Puterbaugh
1886	W. T. McNealy res.		W. L. Pierce
	John D. Works	1891	E. S. Torrance
1887	John D. Works res.	1897	John Wilmer Hughes, died
	Edwin Parker		Geo. Fuller
1888	Edwin Parker	1898-00	Geo. Fuller
1889-90	John R. Aitken	1901-	Norman H. Conklin

DISTRICT ATTORNEY.

1850	Wm. C. Ferrell	1859	Wm. C. Ferrell res.
1851	Thor. W. Sutherland		D. B. Hoffman
1852-6	Jas. W. Robinson	1860-1	D. B. Hoffman
1857-8	J. R. Gitchell	1862-3	James Nichols

COUNTY ROSTER

723

DISTRICT ATTORNEY—*Cont.*

1864-5	D. A. Hollister	1887-90	James S. Copeland
1866-7	G. A. Benzen	1891-2	Johnstone Johns
1868-9	Cullen A. Johnson	1893-4	M. L. Ward
1870-2	W. T. McNealy	1895	W. M. Darby died before in-
1873-5	A. B. Hotchkiss		auguration.
1876-7	H. H. Wildy	1896	M. L. Ward
1878-9	N. H. Conklin	1897-8	Adelbert H. Sweet
1880-2	Will M. Smith	1899-02	T. L. Lewis
1883-4	W. J. Hunsaker	1903-6	Cassius Carter
1885-6	E. W. Hendrick	1907-	Lewis R. Kirby

COUNTY JUDGE.

1850-3	John Hays	1861-2	D. A. Hollister
1854	Cave J. Coutts	1863-7	Julio Osuna
1855-9	David B. Kurtz	1868-75	Thos. H. Bush
1860	Wm. H. Noyes	1876-9	M. A. Luce

ASSOCIATE JUDGES, COURT OF SESSIONS.

1850-1	Charles Haraszthy		Philip Crosthwaite (acting)
	Wm. H. Moon	1856	D. B. Kurtz
1852	J. Judson Ames		C. C. Samuel
	W. P. Toler to August 4		A. E. Ensworth
	Wm. T. Conlon, suc.	1857	D. B. Kurtz
	E. W. Morse		A. E. Maxey
	John Hayes		Jose J. Ortega
1853	Lewis A. Franklin	1858-9	D. B. Kurtz
	E. W. Morse		D. A. Hollister
1854	D. B. Kurtz		Wm. H. Noyes
	H. C. Ladd	1860	D. B. Kurtz
	J. F. Damon		Wm. H. Noyes
1855	D. B. Kurtz		A. B. Smith
	H. C. Ladd		

BOARD OF SUPERVISORS.

1853	Wm. C. Ferrell, C.		Geo. Lyons
	E. B. Pendleton, V.-C.		Julian Ames
	Louis Rose		C. G. Saunders
	Jas. W. Robinson, suc. by		Cave J. Coutts
	E. W. Morse	1856	Thos. R. Darnall, C.
	J. J. Warner, suc. by		O. S. Witherby
	George Lyons		Joseph Smith
1854	J. L. Bleeker, C.		C. S. Saunders
	Geo. P. Tebbetts		Cave J. Coutts
	Geo. Lyons		Thos. Collins
	Geo. McKinstry	1857	James Nichols, C.
	Geo. F. Hooper		Thos. R. Darnall, suc. by
	E. W. Morse		D. B. Hoffman
	Louis Rose		Joseph Smith, suc. by
1855	J. J. Warner, C.		H. H. Whaley
	E. W. Morse		Cave J. Coutts, suc. by
	Julian Ames		H. C. Ladd
	Geo. Lyons		M. Schiller, suc. by
	Geo. McKinstry		J. L. McIntire
	Suc. by	1858	O. S. Witherby, C.
	E. W. Morse, C.		H. C. Ladd
	O. S. Witherby		H. H. Whaley

BOARD OF SUPERVISORS.—*Cont.*

	J. L. McIntire		John Forster
	Cave J. Coutts	1872	Joseph Divelbliss
	D. B. Hoffman		John Forster
	G. A. Johnson		L. L. Howland
1859	Frank Ames, C.		Andrew Cassidy
	R. E. Doyle		Joseph Tasker
	J. R. Gitchell	1873	Joseph Divelbliss
	J. J. Kendrick		Joseph Tasker
	Geo. A. Johnson		Andrew Cassidy
1860	R. E. Doyle, C.		L. L. Howland
	James Donahoe		John Forster
	W. W. Ware	1874-5	W. G. Hill
	John S. Minter		Jacob Bergman
	Jose J. Ortega		J. Duffy
	Cave J. Coutts		Andrew Cassidy
	J. R. Lassitor		F. N. Pauly
1861	G. P. Tebbetts, C.	1876	David W. Briant
	G. A. Johnson		Francisco Estudillo
	F. Stone		David Kenniston
	Juan Machado		F. Copeland
	J. C. Bogart		J. M. Randolph, suc. by
1862	Geo. A. Johnson, C.		F. E. Farley
	R. G. de la Riva	1877	D. W. Briant
	Francisco O. Campo		F. E. Farley
	Geo. P. Tebbetts		Daniel Kenniston
	James Donahoe		F. Copeland
1863	Geo. P. Tebbetts, C.		Francisco Estudillo
	Frank Stone	1878	A. Klauber
	Marcus Schiller		D. R. Foss
	Heyman Mannasse		E. O. Ormsby
	C. F. Jaeger	1879	A. Klauber
1864	James Donahoe, C.		D. R. Foss
	Geo. P. Tebbetts		E. O. Ormsby
	Daniel Cline	1880-2	O. H. Borden
	Geo. Williams		S. A. McDowell
	C. J. F. Jaeger		James M. Pierce
1865	Louis Rose	1883-4	D. W. Briant
	Cave J. Coutts		S. G. Blaisdell
	Joseph Smith		J. P. M. Rainbow
1866	Louis Rose	1885	D. W. Briant
	Joseph Smith		M. Sherman
1867	Joseph S. Mannasse		Henry Emery
	Charles Thomas		J. M. Woods
1868	Joseph S. Mannasse		Samuel Hunting
	Joseph Divelbliss	1886	D. W. Briant
1869	Joseph S. Mannasse		M. Sherman
	Joseph Divelbliss		Henry Emery
	Charles Thomas		J. M. Woods
1870	E. D. French		Samuel Hunting
	G. W. B. McDonald	1887	J. M. Woods
	Joseph C. Riley		A. J. Stice
	John Forster		Henry Emery
	Thos. P. Slade	1888	Thos. P. Slade
1871	Thos. P. Slade		J. M. Woods
	J. S. Mannasse		A. J. Stice
	Charles Thomas		Henry Emery
	Wm. Flinn	1889	J. M. Woods

COUNTY ROSTER

725

BOARD OF SUPERVISORS.—*Cont.*

	J. S. Buck	1898	H. M. Cherry
	J. H. Woolman		C. H. Swallow
	Chester Gunn		Wm. Justice
	A. J. Stice		John Griffin
1890	J. S. Buck		Jas. A. Jasper
	J. S. Woolman	1899	Wm. Justice
	Chester Gunn		John Griffin
1891	J. S. Buck		C. H. Swallow
	Chester Gunn	1900	Wm. Justice
	John Judson		John Griffin
	J. P. M. Rainbow		C. H. Swallow
	J. H. Woolman	1901	H. M. Cherry
1892	J. S. Buck		C. H. Swallow
	J. H. Woolman		Jas. A. Jasper
	Chester Gunn	1902	H. M. Cherry
	John Judson		C. H. Swallow
	J. P. M. Rainbow		Jas. A. Jasper
1893	A. G. Nason	1903	H. M. Cherry
	W. W. Wetzell		J. M. Cassidy
	Jas. A. Jasper		Wm. Justice
	John Judson		John Griffin
	J. P. M. Rainbow	1904	H. M. Cherry
1894	James A. Jasper		J. M. Cassidy
	J. P. M. Rainbow		Wm. Justice
	A. G. Nason		John Griffin
	W. W. Wetzell	1905	H. M. Cherry
	John Judson		J. M. Cassidy
1895	William Justice		Wm. Justice
	John Griffin		John Griffin
1896	A. G. Nason	1906	H. M. Cherry
	W. W. Wetzell		J. M. Cassidy
	W. Justice		Wm. Justice
	John Griffin		John Griffin
1897	H. M. Cherry		H. M. Cherry
	C. H. Swallow	1907	Jos. Foster
	Wm. Justice		J. B. Hoffman
	John Griffin		John Griffin
	Jas. A. Jasper		H. M. Cherry

COUNTY CLERK.

1850-1	Richard Rust	1889-90	M. D. Hamilton
1852-3	Philip Crosthwaite*	1891-2	Wm. M. Gassaway
1854-7	Wm. B. Couts*	1893-4	S. M. Puyear
1858-71	G. A. Pendleton*	1895-04	Will H. Holcomb
1871	G. A. Pendleton died	1905-6	Frank A. Salmons
	Chalmers Scott	1907-	Wm. H. Francis
1872-7	A. S. Grant**		*And Recorder
1878-82	S. Statler		**And Auditor
1883-8	J. M. Dodge		

COUNTY RECORDER.

1850-1	Henry C. Matsell*		Chalmers Scott**
1852-3	Philip Crosthwaite**	1872-7	A. S. Grant**
1854-7	Wm. B. Couts**	1878-9	D. A. Johnson**
1858-70	G. A. Pendleton**	1880-2	Gilbert Rennie**
1871	G. A. Pendleton died**	1883-4	E. G. Haight**

COUNTY RECORDER—*Cont.*

1885-6	S. A. McDowell**	1893-6	John F. Forward
1887-90	E. G. Haight**	1907-	John H. Ferry
1891	C. R. Dauer**		*And Auditor
1892	E. H. Miller*		**And Clerk

COUNTY TREASURER.

1850	Juan Bandini refused office	1861-3	E. W. Morse
	Philip Crosthwaite appointed	1864-75	Jose G. Estudillo
1851	Philip Crosthwaite	1876-7	Chauncey B. Culver
1852	Jose A. Estudillo	1878-84	William Jorres
1853	John Hays	1885-90	S. Statler
1854-5	Jos. Reiner	1891-2	C. H. Sheppard
1856-7	E. B. Pendleton	1893-4	C. D. Long
1858-9	E. W. Morse	1895-8	John W. Thompson
1860	Frank Ames	1899-	John F. Schwartz

COUNTY AUDITOR.

1891-2	E. H. Miller	1893-	E. E. Shaffer
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COUNTY ASSESSOR.

1850	Jose A. Estudillo	1863-4	A. E. Maxey
1851	Dr. F. J. Painter	1865-9	John M. McIntier
1852	S. E. Arguello	1870-1	Wm. Smith
	A. T. Crowell	1872-3	M. S. Julian
1853	A. T. Crowell	1874-5	M. P. Schaffer
1854	Wm. C. Ferrell	1876-9	David Burroughs
1855	Wm. C. Ferrell res.	1880-6	M. D. Hamilton
	E. B. Pendleton	1887-90	J. M. Asher
1856	Albert Smith	1891-4	C. H. Sheppard
1857	Wm. C. Ferrell	1895-8	John P. Burt
1858-9	Albert Smith	1899-04	Jacob D. Rush
1860-1	James McCoy	1905-6	G. W. Jorres
1862	Henry Clayton	1907-	M. M. Moulton

COUNTY COLLECTOR.

1875-84	Aaron Pauly	1890-4	H. W. Weineke
1887	W. W. Burgess	1895-	A. F. Cornell
1888-9	W. S. Varnum		

SHERIFF.

1850-1	Agostin Haraszthy		S. W. Crague
1852	Geo. F. Hooper	1872-4	S. W. Crague
1853	Wm. Conroy	1875	N. Hunsaker
1854-5	M. M. Sexton	1876-82	Jos. A. Coyne
1856	Jos. Reiner	1883-6	E. W. Bushyhead
1857	Jos. Reiner suc. by	1887-90	S. A. McDowell
	D. A. Hollister	1891-2	John H. Folks
1858-60	George Lyons	1893-4	Ben P. Hill
1861	George Lyons suc. by	1895-02	Frank S. Jennings
	James McCoy	1903-6	Thos. W. Brodnax
1862-70	James McCoy	1907-	Fred M. Jennings
1871	James McCoy suc. by		

COUNTY ROSTER

727

CORONER.

1850-1	John Brown	1872-3	John N. Young
1852	F. M. Alvarado	1874-6	C. M. Fenn
	John Brown	1877	Dr. T. C. Stockton
1853-4	Lewis A. Franklin	1878-9	Dr. C. M. Fenn
1855-6	Dr. D. B. Hoffman	1880-3	Dr. T. C. Stockton
1857	Dr. D. B. Hoffman	1885-8	Dr. H. T. Risdon
1858	James Nichols	1889-90	Wm. H. Eadon
1859	Lewis Strauss	1891-2	M. B. Keller
1860	Jos. Reine	1893-4	Horace P. Woodward
1861-3	A. R. Kelley	1895-8	Theo. F. Johnson
1864-5	Charles Gerson	1899-02	Horace P. Woodward
1866-7	Thos. Lush	1903-	Dr. A. Morgan
1868-71	Dr. Edward Burr		

PHYSICIAN.

1856-68	Dr. D. B. Hoffman	1885-7	Dr. C. M. Fenn
1869-71	Dr. Edward Burr	1888	Dr. Thos. Keefe
1872-3	Dr. T. C. Stockton	1889-91	Dr. J. P. Le Feure
1874-6	Dr. C. M. Fenn	1892	Dr. H. E. Crepin
1877-84	Dr. P. C. Remondino	1893-	Dr. D. Gochenauer

SURVEYOR.

1850-2	Henry Clayton	1880	L. L. Lockling
1855	Chas. H. Poole	1881	H. J. Willey
1856-9	Robert W. Groom	1882	Chas. J. Fox
1860	Henry Clayton	1883-6	O. N. Sanford
	E. W. Morse	1887-8	Henry L. Ryan
1861-3	Robert W. Groom	1889-90	Henry Langrehr
1864-7	Henry Clayton	1891-2	W. W. Allen
1868-71	James Pascoe	1893-8	R. M. Vail
1872-5	M. G. Wheeler	1899-02	S. L. Ward
1876-7	Chas. J. Fox	1903-	A. F. Crowell
1878-9	M. G. Wheeler		

PUBLIC ADMINISTRATOR.

1852	Chas. P. Noell	1878-9	Dr. C. M. Fenn
1856	J. R. Bleeker	1880-3	Dr. T. C. Stockton
1859	Frank Ames	1884-5	J. M. Asher
1860-7	O. S. Witherby	1886-8	H. C. Morgan
1868-9	Jos. Swycuffer	1889-90	John L. Dryden
1870-1	Thos. Sherman	1891	John Falkenstein
1872-3	A. O. Wallace	1893-6	C. F. Kamman
1874-5	P. P. Martin	1899-02	J. M. Asher
1876-7	E. W. Morse	1903-	P. J. Layne

COUNTY SUPERINTENDENT OF SCHOOLS.

1856	Frank Ames	1876-7	F. N. Pauly
1858	J. Judson Ames	1878-9	E. T. Blackmer
1860-1	Jose M. Estudillo	1880-2	G. N. Hitchcock
1862-3	A. B. Smith	1883-7	R. D. Butler
1864-7	Jose M. Estudillo	1888	G. N. Hitchcock
1868-9	Marcus Schiller	1889-94	Harr Wagner
1870-1	H. H. Dougherty	1895-8	W. J. Bailey
1872-3	B. S. Lafferty	1899-	Hugh J. Baldwin
1874-5	J. H. S. Jamison		

INDEX

- Aguilar, Blas, 161.
 Aguirre, Jose A., 161; biography of, 161.
 Akerman, J. S., portrait of, 631.
 Allen, Dr. Jacob, first postmaster, 377.
 Alexander, Capt. E., portrait of, 427.
 Alipus, Damasio and Gervasio, 162.
 (See "Spanish Families.")
 Altamirano, Jose Antonio, biography of, 162; portrait of, 240.
 Alvarado, Pedro de, explorer, 28.
 Alverson, C. S., portrait of, 450.
 American National Bank, 646.
 American Families, See page 266.
 Ames, John Judson, 295 to 303.
 Andrews, W. R., portrait of, 591.
 Arguello, Santiago E., takes heights, 204.
 Arguello, Santiago, acquires mission property, 73; portrait of, 207; biography of, 163.
 Arguilas, Rosario, 161.
 Arnold, G. C., portrait of, 457.
 Arrillaga, Governor, and contraband trade, 92.
 Ascension, Father de la, 32.
 Attorneys, list of, 596.
 Babcock, E. S., connection with electric railway, 441; portrait of, 449; retirement from Spreckels companies, 552; purchase and development of Coronado peninsula, 706.
 Baker, Mrs. Arcadia de, portrait, 203.
 Baker, Dr. Fred, portrait of, 605.
 Bandini, Juan, opposed to Victoria, 119; commissioners to Los Angeles, 125; starts revolution, 127; portrait of, 126; biography of, 164.
 Banks and Banking, history of, 636.
 Bank of San Diego, history of, 636.
 Bank of Southern California, history of, 637.
 Baptist Church, history of, 550.
 Barnes, Rev. Charles L., portrait of, 545.
 Bartlett Estate Company, 525.
 Bates, George S., 487.
 Bean, Joshua H., biography of, 266.
 Beale, Edward F., advises Kearny against battle, 209; portrait of, 215.
 Bee Daily, history of, 493.
 "Bennington" disaster, 503.
 Berry, Col. John R., becomes editor of **Union**, 484; appointed collector of port, 486; portrait of, 486.
 Betsy, first American ship in port, 80.
 Bidwell, John, 202-3.
 Blackmer, E. T., portrait of, 656.
 Blake, Walter T., 487; portrait of, 493.
 Blochman, A., 557; 643; portrait of, 644.
 Blochman Banking Co., history of, 643.
 Blochman, L. A., 643; portrait of, 644.
 Board of Harbor Commissioners, history of, 691.
 Bogart, Capt. J. C., 35-138; biography of, 267.
 Boom of 1887-89, net result of, 433.
 Boone, L. L., portrait of, 514.
 Bowers, W. W., portrait of, 466; takes part in municipal politics, 470.
 Bowler, Geo. W., portrait of, 457.
 Bouchard Scare, 95.
 Briseno, J. N., 479; portrait of, 482; acquires interest in **Daily World**, 490.
 Brusch, Marco, portrait of, 523.
Bulletin Weekly, history of, 488.
 "Bum," story of, 461; picture of, 463.
 Bush, Thomas H., biography of, 267.
 Bushyhead, Edward W., joins with Gatewood in establishing **Union**, 479.
 Cabrillo, Don Juan Rodriguez, arrival at San Diego, 27; death of, 31; celebration in memory of, 458.
 Cairnes, A. B., portrait of, 667; 670.
 California National Bank, history of, 639.
 Campbell, Roy H., 566.
 Capps, Edwin M., 476.
 Capron, John G., portrait of, 255; his mail contract, 254.
 Carlos III, 37.
 Carlson, William H., 472.
 Carnegie, Andrew, builds public library for city, 613.
 Carpenter, Ford A., portrait of, 676.
 Carson, Mrs., portrait of, 251.
 Carter, E. J., portrait of, 521.

- Carrillo Family, biographies of, 167.
 Cassidy, Andrew D., biography of, 267.
 Cassidy, Andrew, 34.
 Catholic Church, history of, 537.
 Central Christian Church, history of, 560.
 Chamber of Commerce, history of, 624.
 Chase, Major Levi, portrait of, 587.
 Choate, D., portrait of, 456.
 Churches, histories of: Catholic, 537; Episcopal, 540; Methodist, 546; Baptist, 550; Presbyterian, 554; Hebrew, 556; Unitarian, 557; Spiritual Society, 558; Congregational, 558; Christian, 560; Lutheran, 561; Miscellaneous, 562; Y. M. C. A., 562.
 Citizens Savings Bank, 646.
 Clayton, William, 619.
 Cleveland, Daniel, acknowledgment to, 18; portrait of, 542; connection with Episcopal Church, 544; connection with Library, 611.
 Cleveland, Richard J., 89.
 Climate of San Diego, history of, 675.
 Collier, D. C. Jr., portrait of, 508.
 Collins, J. W., record of, 639; suicide of, 641.
 Commandants, list of, 96.
 Commercial Bank of San Diego, history of, 636.
 Conard, Grant, portrait of, 521.
 Concordia Turnverein, 577.
 Congregational Church, history of, 558.
 Conklin, N. H., 490; portrait of, 588; 593.
 Connors, James W., biography of, 268.
 Cooke, George, portrait of, 620.
 Coronado, account of, 706-709.
 Coronado Beach Co., 707.
 Cortes, Hernando, 28.
 Cosgrove, Arthur, portrait of, 517.
 Costanzo, 42.
 Cotton, O. W., portrait of, 512.
 Couts, Cave J., biography of, 268.
 Crabtree, Rev. W. E., portrait of, 561.
 Crespi, Father Juan Jose Canizares, arrival at San Diego, 43.
 Croghan, Herbert A., portrait of, 663.
 Crowell, Archie F., portrait of, 473.
 Crosthwaite, Philip, biography of, 269; portrait of, 271.
 Cyane, arrives with troops, 201.
 Daily Bee, history of, 493.
 Daily San Diegan, history of, 492.
 Daily World, history of, 489.
 Dana, Richard Henry, portrait of, 102; quoted, 144; 147; 245.
 Daney, Eugene, 595.
 Darnall, Thomas R., account of, 273; portrait of, 652; adventure with Mexicans in Lower California, 653.
 Dare, D. D., 640.
 Davidson, G. Aubrey, portrait of, 645.
 "Davis's Folly," (See account of "Abortive Attempt to establish New San Diego"), 316.
 Davis, William Heath, 139; portrait of, 108; dedicated first park in New San Diego, 621.
 Davison, Mrs. H. P., acknowledgment to, 18; 612.
 Deed of sale of Mission property to Arguello, copy of, 73.
 Derby, Lieut. George H., first impressions of, 242; his connection with the *Herald*, 306-315; portrait of, 313.
 D'Hemecourt, G. A., portrait of, 533.
 Doolittle, H. E., 595.
 Dunnells Hotel, purchase of by Horton, 337.
 Dunnells, Capt. S. S., portrait of, 338.
 Duhaunt-Gilly, 134.
 Dupont, Captain, 201.
 Echeandia, Governor, arrival of, 115; 136; biography of, 168; efforts in behalf of Schools, 569.
 "El Capitan," old cannon, 91.
 "El Nino," old cannon, 91.
 Election, first, with roll of voters, 228.
 Elks Lodge, history of, 657.
 Elliott, Dr. A. J., portrait of, 605.
 Emory, Major, describes town in 1846, 238.
 Ensworth, E. S., account of, 273.
 Episcopal Church, history of, 540.
 Estudillo, Jose G., portrait of, 239.
 Estudillo Family, biographies of, 169.
 Ferdinand VII, 71.
 Fergusson, Major S. W., 514.
 Ferrell, Wm. C., biography of, 273; record as lawyer, 582.

- Ferry, John H., portrait of, 475.
 Figueroa, Governor, unsuccessful attempt to divide mission property, 72.
 Fire Department, history of, 665.
 First National Bank, history of, 637.
 Fishburn, George W., portrait of, 640.
 Fisheries, 107.
 Fitch, Henry D., portrait of, 124; biography of, 274.
 Fitch, Thomas L., his famous real estate advertisements, of boom days, 423.
 Fletcher, Ed, portrait of, 513.
 Flume Company, history of, 445.
 Folsom, M. W., portrait of, 512.
 Foresters, various lodges of, 659.
 Forster, John, biography of, 274.
 Forward, John F., portrait of, 472.
 Francis, W. H., portrait of, 475.
 Franciscans, dress of, 65.
 Frary, Frank P., portrait of, 470; elected mayor, 477.
 Fraternal Societies, history of, 648.
 Fremont, Gen. John C., arrives at San Diego, 201; moves on to Los Angeles, 202; 354.
 French, C. W., 515.
 Friend, Capt. James Edward, his race for mayoralty, 474.
 Fuster, Father, 56; fight with Indians, 58.
 Galvez, Don Joseph de, 37.
 Garra, Antonio, clashes with sheriff, 186; leads insurrection, 187; execution of, 190.
 Garrettson, D. F., 637.
 Gatewood, Wm. Jeff, forms partnership with Bushyhead and establishes **Union**, 479; portrait of, 481; establishes **Daily World**, 490; record as lawyer, 583.
 Gerichten, C. P., 491.
 Gigedo, Viceroy, orders schools established, 568.
 Gillespie, Capt., goes to meet Kearny, 209; wounded at San Diego, 213.
 Gillmore, Jesse, 457.
 Gilmore, M. T., 637; 638; portrait of, 644.
 Gitchell, J. R., account of, 275.
 Gochenauer, Dr. David, portrait of, 606.
Golden Gate, wreck of, 251.
 Goldkamp, F. J., portrait of, 473.
 Gordon, H. C., portrait of, 457.
 Gould, Will H., establishes **Bulletin**, 488; portrait of, 488.
 Governmental activities, history of, 697.
 Granger, Ralph, portrait of, 509; 522.
 Grant, U. S. Jr., portrait of, 511; 522; 619.
 Gray, Andrew B., biography of, 275; leader in first effort to build city on present site, 316.
 Gregg, Dr. Robert J., 601; portrait of, 602.
 Griffin, Dr. J. S., portrait of, 600.
 Grove, Dr. Edward, portrait of, 631.
 Grow, Galusha B., portrait of, 643.
 Gunn, Douglas, portrait of, 465; elected first mayor under charter of 1889, 467; associated with Bushyhead in publication of **Union**, 483; builds Express Block, 485.
 Guy, W. R., portrait of, 579; 581.
 Haddock, J. P., portrait of, 519.
 Hall, M., portrait of, 517.
 Harbor of San Diego, opinions of distinguished men on, 687.
 Hardy, Charles S., portrait of, 477.
 Haves, Benjamin, 583; portrait of, 585.
 Hays, John, account of, 276.
 Hearne, Dr. Joseph C., portrait of, 605.
 Hebrew Congregation, history of, 556.
 Hendrick, E. W., portrait of, 594; 596.
Herald (see chapter on Journalism of Old San Diego), 295.
 Hide trade, beginnings of, 101; houses, 103; list of ships, 104; extent of industry, 104.
 Hieatt, F. L., portrait of, 516.
 Hilar Colony, 121.
 Hinson, Rev. W. B., 551; portrait of, 553.
 Hoffman, Dr. David B., biography of, 276; portrait of, 599.
 Holbein, Father Juan, 557.
 Holcomb, Will H., quoted, 75; portrait of, 499; 501; connection with Y. M. C. A., 565.
 Holiday Steamship Line, forced by Horton to reduce rates, 343.
 Houghton, S. O., 355.
 Horton, Alonzo E., sketch of his life before coming to San Diego, 325; estimate of his work, 327; his own

- story, 330; portraits of 333-334; copy of deed to city land to, 350.
 Hubbard, W. H., portrait of, 646.
 Hudson, Millard F., acknowledgment to, 18.
 Hunter, Diego, first child born of American parents, 228.
 Hunsaker, W. J., 593.
 Indians, Costanso's description of, 42; attack mission, 57; treatment of by priests, 61.
 Irwin, I. Isaac, portrait of, 518.
 Israel, Capt. Robert D., biography of, 276.
 Itata, incident of, 459.
 Iturbide, 71.
 Jasper, James A., 624; portrait of, 630.
 Jaime, Father, murder of, 58.
 Jewell, Fred, portrait of, 644.
 Johnson, Carl Alex., portrait of, 646.
 Jordan, Rev. H. S., 556.
 Josselyn, Charles L., portrait of, 518.
 Julian, Jacob M., portrait of, 490; 492.
 Kearny, Gen. S. W., notified Stockton of his approach, 208; estimate of, 224; portrait of, 226.
 Kelly, Charles, portrait of, 473.
 Kelly, Robert A., biography of, 277.
 Kimball Brothers, their part in building of National City, 713.
 Kimball, Frank A., efforts to interest railroad promoters, 392; succeeds in getting contracts from Santa Fe to build road, 396; portrait of, 395.
 Kimball, Warren C., portrait of, 409.
 Kip, Bishop, 542.
 Kirby, Lewis R., portrait of, 475.
 Klauber, A., portrait of, 523.
 Klauber, Melville, portrait of, 519.
 Knights of Pythias, history of, 657.
 Knoles, S. S., portrait of, 594; 596.
 Kurtz, Daniel B., biography of, 277; portrait of, 278.
 La Jolla, account of, 711; view of, 712.
 Land Grants, earliest private, 105; effect of, 106; list of, 112.
 Leach, Robert Wallace, 588.
 Legal profession, history of, 582.
 Lelia Byrd, affair of, 89.
 Levi, Simon, portrait of, 631.
 Library, Public, history of, 610; list of trustees, 613.
 Lighthouse on Point Loma, history of, 701.
 Luce, M. A., acknowledgment to, 18; portrait of, 403; 591; 596.
 Lummis, Charles F., 40.
 Lutheran Church, history of, 561.
 Lynch, Joseph D., portrait of, 489; editor of *Daily World*, 490.
 Lyons, George, biography of, 277.
 McCarthy, D. O., portrait of, 402; establishes *Vidette*, 494.
 McCarthy, J. Harvey, 494.
 McCoy, James, biography and portrait of, 279.
 McDonald, Rev. G. W. B., organizes First M. E. Church, 546.
 McGregor, Miss Margaret, quotation from, 34.
 McNealy, W. T., 584; portrait of, 586; 591.
 MacMullen, James, portrait of, 487.
 Mackinnon, Duncan, portrait of, 572; 577.
 Magruder, Gen. John Bankhead, 190; portrait of, 193; 582; 697.
 Mamudes, Rafael, 198.
 Mannasse, Joseph A., biography of, 278; portrait of, 348.
 Marston, George W., 564; 612; 616; portrait of, 618.
 Masonic Lodge, opposition of Father Holbein to, 537; history of, 648.
 Medical profession, history of, 598.
 Mendoza, 28.
 Merchants National Bank, 642.
 Methodist Church, history of, 546.
 Mexican War, San Diego in, 200.
 Middletown project, 321.
 Military pest at San Diego, 698
 reservation on Point Loma, 699; history of government's title to, 700.
 Mills, Henry E., portrait of, 594.
 Mission of San Diego, dedication of, 47; Indians, description of, 48-49; site of, 55; destroyed by Indians, 57; re-established, 60; description of, in 1783, 63; first olive orchard in California, 63; Indian lands, 198.
 Molinier, Father Juan, 537.
 Mormon Battalion, arrival of, 228.
 Morrell, Benjamin Jr., 134.
 Morris, Madge, portrait of, 495.
 Morse, E. W., acknowledgment to, 18; quotation from, 33; biography of, 281; portrait of, 283; comment

- on Huntington's attitude toward San Diego, 365; describes school situation in early days, 571; connected with library, 611; connection with parks, 616.
- Morse, Philip, connection with Y. M. C. A., 566; portrait of, 631.
- Moulton, M. M., portrait of, 475.
- Nash, Joseph, opens first general store, 377.
- National Bank of Commerce, history of, 638; consolidation with Security Savings Bank & Trust Co., 647.
- National City, 713.
- National Guards, history of, 661.
- Nesmith, Thomas L., chairman of railroad committee of forty, 355; portrait of, 359.
- Noell, Charles P., biography of, 285; portrait of, 332.
- Normal School, history of, 580.
- Noyes, William H., 285.
- Nutt, A. E., portrait of, 469.
- O'Cain, Captain, 92.
- Odd Fellows, history of the order, 655.
- Otay Water Company, 448.
- Otis, Harrison Gray, becomes president of Pacific Steel Co., 518; comment of on Coronado in 1886, 707.
- Pacific Beach, history of, 710.
- Pacific Coast Steamship Co., 250.
- Pacific Mail Steamship Co., 250.
- Pacific Steel Company, 518.
- Pala, mission founded at, 70.
- Palms, first in California, 99.
- Palou, Father, 43.
- Panama Steamship Line, 238.
- Parker, Dr. P. J., portrait of, 605.
- Parks, city, story of, 616.
- Parmalee, E. F., acknowledgment to, 18; his connection with Union, and portrait of, 487.
- Parron, Father, 51.
- Pattie, James O., taken prisoner by Echeandia, 134.
- Pedrorena, Miguel de, biography of, 172.
- Pendleton, George A., biography of, 285; portrait of, 332.
- Perez, Captain, arrival at San Diego with San Antonio, 53.
- Pequero, Captain, 33.
- Peyri, Father Antonio, mission at San Luis Rey, founded by, 70.
- Philip II, 31.
- Philip III, 32.
- "Phoenix, John," (See Lieut. Derby.)
- Physicians, list of, 608.
- Pico, Gen. Andrés, biography of, 173; at San Pasqual, 210-223; his generalship, 224; portrait of, 225.
- Pico, Pio, portrait of, 115.
- Picos, biographies of, 173.
- Pinta, history of, 705.
- Plaza, history of, 345.
- Point Loma Forest, 33.
- Point Loma, its historical interest, 715; Universal Brotherhood and Theosophical Society, 716.
- Poole, Charles H., biography of, 286.
- Politics, local, history of, 464.
- Port of San Diego, collectors of, 702; statement showing entrances and clearances of vessels, etc., 704.
- Porterfield, W. H., portrait of, 492.
- Portola, Governor, 40; return from Monterey, 52.
- Postmasters, record of from the beginning, 705.
- Powers, Dr. R. M., 638.
- Presbyterian Church, history of, 554.
- Presidio Hill, present appearance of, 81; plan of, 83-86; population of 1800, 87.
- Public affairs after the war, 228.
- Public Utilities, gas company, history of, 435; telephone companies, history of, 436; street improvements, 437; street railways, history of, 438.
- Pueblo organized, 124.
- Puterbaugh, George, portrait of, 590; 592; 636.
- Railroads, San Diego and Gila, organized, 352; Memphis & El Paso, 353; San Diego & Fort Yuma, 354; Texas and Pacific, 354; Santa Fe, 391; San Diego-Eastern, 515; San Diego & Arizona, 529.
- Ralston Realty Company, 525.
- Rancho del Rey, 100.
- Reed, D. C., portrait of, 468; elected Mayor, 476.
- Remondino, Dr. P. C., 603; portrait of, 604.
- Restarick, Rev. Henry B., portrait of, 545.
- Reynolds, Rev. John, First Episcopal rector, 541.
- Richards, H. T., 514, 515.

- Rico, Francisco, 202.
 Rivera, Captain, 40.
 Robinson, Alfred C., quoted, 61; on life at Mission, 66; marriage of, 144; portrait of, 246.
 Robinson, James W., biography of, 286; connection with first railroad enterprise, 352; portrait of, 355; record as lawyer, 582.
 Rogers, I. D., portrait of, 521.
 Rogers, W. R., 638; portrait of, 645.
 Rolfe, C. D., portrait of, 711.
 Rose, Louis, portrait of, 258; his many enterprises, 259; biography of, 287.
 Rosecrans, Gen. William S., dealings with Horton, 337.
 Roseville, 709.
 Rowan, Lieut., 202.
 Ruiz, pioneer gardener, 99.
 Salmons, Frank A., portrait of, 513.
San Antonio, arrival at San Diego, 40-49; timely return with supplies, 53.
 San Carlos, arrival at San Diego, 40-49.
San Diegan-Sun, history of, 491.
 San Diego, source of title to city lands, 386.
 San Diego de Alcala, name of city derived from, 33.
 San Diego **Daily News**, 491.
 San Diego **Daily World**, quotation from, 34.
 San Diego & Arizona Railroad, announcement of, 529.
 San Diego-Eastern Railway Company, 515.
 San Diego Savings Bank, history of, 638.
 San Diego **Union**, history of, 479.
 San Luis Rey, Mission founded at, 70.
 San Pasqual, battle of, 210-223; sketch of, 217.
 San Salvador, 27.
 Santa Fe Railway, achievement of Frank A. Kimball in bringing the road here, 392; California Southern Railroad chartered, 404; first train, 406; bad faith of, 407; copy of articles of agreement between the city and, 408.
 Savings Bank of San Diego County, history of, 637.
 Schiller, Marcus, biography of, 288.
 Schools, history of, 568.
 Scott, Thomas A., visits San Diego in interest of Texas & Pacific, 356; fails financially, 360; portrait of, 364.
 Seripps, E. W., acquires ownership of **Sun**, 491.
 Sea Elephant, 109.
 Security Savings Bank and Trust Co., history of, 639; consolidation with National Bank of Commerce, 647.
 Sedgwick, Gen. Thomas S., 354; connection with Texas & Pacific, 362.
 Sefton, J. W., portrait of, 641.
 Schon, Mayor John L., portrait of, 471; elected Mayor, 478, 528.
 Sensesbrenner, August, portrait of, 519.
 Serra, Junipero, 39; portrait of, 42; letter of, 43.
 Serrano, Jose A., biography of, 175; portrait of, 263.
 Shaw, Rev. S. J., portrait of, 555.
 Shaffer, E. E., portrait of, 474.
 Sherman, Mathew, portrait of, 467; elected Mayor, 470.
 Shute, Richard A., portrait of, 669.
 Simons, J. J., 516.
 Sixth Street Bank, 646.
 Sloane, Joshua, biography of, 288.
 Sloane, W. A., 594.
 Smith, Albert B., spikes guns, 203; raises American flag, 204; biography of, 288.
 Smith, Earle Davenport, 567.
 Smith, J. P., becomes secretary of Y. M. C. A., 564.
 Smith, Jediah S., 134.
 Smith, Mountain, 64.
 Smith, Sam Ferry, 595.
 Smith, Walter Gifford, quoted, 426; 491; portrait of, 497; 501.
 Smythe, William E., old town oration, 226; literary activities, 501.
 Social life in Old San Diego, 142.
 Solis rebellion, 117.
 Southern Trust and Savings Bank, 647.
 South Park and East Side Ry., 442.
 Spiritual Society, history of, 558.
 Spreckels, John D. and Adolph B., become owners of San Diego **Union**, 486.
 Spreckels, John D., 522-530; portrait of, 531.

- Sprigg, Patterson, 477, 595.
 Stevens, Horace, 491.
 Stewart, John C., account of, 289.
 Stockton, Com. Robert F., arrives in Congress, 204; fortifies town, 204; despatches Gillespie to meet Kearny, 208; portrait of, 211.
 Stockton, Dr. Thomas C, 491, 602; portrait of, 603.
 Story, W. W., poem on Coronado, 706.
 Strahlmann E., portrait of, 519.
 Street railways, history of, 438.
 Suburbs of San Diego, account of, 706.
Sun, San Diegan, quoted, 530.
 Sutherland, Thomas W., biography of, 290; record as lawyer, 582.
 Swayne, E. J., portrait of, 521.
 Sweetwater Dam, construction of, 448.
 Taggart, Charles P., buys Gatewood's interest in **Union**, 481; record as lawyer, 589.
 Taggart, Mrs. C. P., 491.
 Taylor, Bayard, visit of, 239.
 Taylor, Rev. R. B., 556.
 Tent City, account of, 709.
 Telephone companies, history of, 436.
 Theaters, history of, 456.
 Theosophical Society at Point Loma, 716.
 Thorpe, Rose Hartwick, portrait of, 498, 713.
 Timken, Henry, portrait of, 515.
 Tingley, Katherine, 520; portrait of, 716.
 Torrance, E. S., portrait of, 589; 592.
 Torrey Pines, 623.
 Truman, Major Ben C., comment on San Diego's first boom, 366; purchases half interest in **Bulletin**, 488; portrait of, 489; 501.
 Ubach, Father Antonio D., biography of, 175; portrait of, 538.
Union, history of, 479.
 Unitarian Society, history of, 557.
 Universal Brotherhood and Theosophical Society, 716.
 U. S. Geographic Survey, report of, in 1879, 29.
 Vancouver, visit and comment of, 84-85.
 Van Dyke, Theodore S., comment on boom of 1887-89; 414; portrait of, 415; "Story of the Boom," 418; originates flume enterprise, 445; 501.
 Valle, Dr. C. C., portrait of, 607.
 Vicente, Father Oliva, 537.
 Victoria, Governor, arrival of, 118; flight of, 119.
Victoria, ship, 27.
Vidette San Diego, history of, 494.
 Vigerano, Jose Maria, death of, 51.
 Vigilantes, executed Indians, 195.
 Viscaino, Don Sebastian, 32-35; attacked by Indians, 51.
 Wadham, James E., 477.
 Wagner, Harr, 494; portrait of, 495; 710.
 Waite, F. D., 492; portrait of, 493.
 Wallace, Rev. R. G., portrait of, 555.
 Wangenheim Julius, connection with city Park, 619; 638; portrait of, 645.
 Ward, M. L., portrait of, 469.
 Warfield, Charles L., portrait of, 516.
 Warner, Col. Jonathan T., in Garra fight, 187; portrait of, 188; biography of, 290.
 Water development, history of, 443.
 Waterman, Gov. Robert W., portrait of, 429.
 Waterman, Waldo S., portrait of, 440.
 Watson, Rev. E. R., portrait of, 557.
 Watts, Nathan, acknowledgment to, 18.
 Webster, E. Bartlett, 442; portrait of, 510.
 Wentscher, A., 491.
 Western Union Telegraph Company, established in San Diego, 344.
 Whaley, Thomas, biography of, 290; portrait of, 291.
 Whaley, Mrs. Thomas, portrait of, 291.
 Whaling trade, 109.
 Wilbur, Rev. Sidney, arrival at San Diego, 543; portrait of, 543.
 Wilde, Louis J., portrait of, 507.
 Williams, Charles L., portrait of, 645.
 Wilson, Warren, 491.
 Witherby, Judge Oliver S., biography of, 292; record as lawyer, 582; portrait of, 584.
 Withington, D. L., portrait of, 469.
 Wood, H. P., 624. portrait of, 630.
 Woodmen of the World, 660.
 Woolman, Claude, portrait of, 473.

Works, John D., 591.

World, 490.

Wright, Leroy A., quoted, 374; portrait of, 469; 501.

Wrightington, Thomas, biography of, 293.

Ybarra family massacre, 183.

Y. M. C. A., history of, 562.

Zamorano, Augustin Vicente, leader of rebellion, 120; portrait of, 120; biography of, 177.

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